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SATURDAY, APRIL 23, 1932.

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DORMITORY RAID AT GIRLS' HOSTEL

COLLEGE "BOYS" PRANK

(Reuter's Special Service).

New York, Apr. 22.
One of the most remarkable incidents in the somewhat chequered history of American colleges had a sequel at Cambridge, Massachusetts, to-day, in the expulsion of eight undergraduates from the local university.

This drastic step was the result of a raid by scores of excited young men on the dormitories of the Radcliffe Women's College.

The women boarders met their shouting attackers with reprials and a riot ensued which was not quelled and the combatants dispersed until the police had employed tear-gas bombs against them.

The troubles apparently started when the undergraduates serenaded the girls when they were going to bed, after which they grew more daring and broke into the dining-room and removed the gong as a trophy.

They were demonstrating in the corridors outside the dormitories of the college when the police arrived.

SUICIDE ATTEMPT FOILED

RESPIRATION EFFORTS SUCCEED

As the ferry steamer Man Chung was alongside the Shamshuipo Wharf yesterday, a passenger threw himself overboard. Immediately, a seaman, named Kwok Kun, jumped in after him and succeeded in bringing the would-be suicide back to the wharf.

Artificial respiration was applied by Sub-Inspector Muir, officer in charge of the district Police Station, and by Chan Fai-lam, a student, who is member of the St. John's Ambulance Brigade attached to the Yau-mat division. The man was restored to consciousness and subsequently sent to hospital.

ROYAL VISIT TO ALDERSHOT

LATEST ARMY DEVICES INSPECTED

London, Apr. 22.
The King and Queen, accompanied by the Princess Royal, inspected various Army units at Aldershot, including some of the latest types of anti-aircraft guns, artillery and bridging devices.

His Majesty himself gave orders by wireless to the driver of a small car which went through a number of evolutions.—British Wireless.

EDGAR WALLACE ESTATE

APPOINTMENT OF MANAGER

(Reuter's Special Service).

London, Apr. 22.
Mr. Justice Bennett, in the Chancery Division today, granted leave to serve a notice of motion next Tuesday for the appointment of a Receiver and Manager of the estate of the late Mr. Edgar Wallace.

His Excellency the Governor has appointed Mr. E. W. Hamilton to act as Superintendent of Imports and Exports during the absence on leave of Mr. J. D. Lloyd.

WINDERMERE

WAR PERIL IN SHANGHAI

FEARS OF ARMY EXPERTS

BRITISH BID FOR PREVENTION

(Our Own Correspondent).

Shanghai, Apr. 23.
It is learned that Sir Miles Lampson with Mr. Nelson Johnson and Mr. Quo Tai-chi is visiting Nanking in an endeavour to persuade the National Government to consent to a compromise formula in connexion with the interrupted armistice negotiations.

It is believed that the intention of Sir Miles Lampson is to persuade Nanking, if possible, to agree to certain terms for a settlement of the Shanghai affair which have been suggested by the Japanese negotiators.

Unless definite peace terms are soon agreed between China and Japan, foreign military observers fear that a fresh outbreak of fighting on the frontier will be inevitable.

BEHIND SCENES AT GENEVA

STIMSON POLICY SPECULATION

Geneva, Apr. 22.
Mr. H. L. Stimson, the American Secretary of State, and Mr. Hymans, the chairman of the Assembly Committee of Nineteen, have been in close deliberation on the situation in the Far East.

What transpired during the conversations is not known, but Mr. Stimson is credited, unofficially and without confirmation, with using his influence in favour of a more energetic policy.—Reuter.

THREE TOWNS LOOTED

FUKIEN REBELS' ACTIVITIES

The activities of the rebel army in Fukien under General Sun Liuchang are now giving rise to some anxiety.

Until to-day, information had tended to show that the rebels were a well-organized army, disciplined and controlled. From H. M. S. Devonshire, stationed at Amoy, it is learned this morning that they have now fallen into the habits of most marauding armies in China.

Looting has taken place at Changchow, Shih-ma and Chieh-pai.

The main portion of the army of General Chang Kuo-hui is reported to be at Tongan. His hold in the district is said to have weakened.

Meanwhile, the situation in Amoy remains quiet.

DOLLAR SLIGHTLY ADVANCES

LIFELESS MARKET LOCALLY

Reflecting a rise in silver, the Hongkong dollar advanced 1/8th this morning to 1s. 2 1/2d. The market locally is, however, quite lifeless.

Silver rose 3/16ths in London, China and India buying. After the official fixing, the market ruled quietly steady, with no special feature.

In New York, on a steady market, silver has risen 1/8th.

Famous DINGHY CAPSIZES

SON LEFT HOLDING TO KEEL

London, Apr. 22.
Mr. E. T. Scott, the editor of the Manchester Guardian, the world-famous Liberal journal, lost his life by drowning in Lake Windermere to-day.

The tragedy has caused a profound sensation in the newspaper world where Mr. Scott was universally popular.

It appears that Mr. Scott, who was with his son, boarded a dinghy and began to pull out to their yacht lying at anchor in deep water. The dinghy capsized but there seemed no occasion for alarm.

Swimming For Shore.

The boy clung to the keel, while his father, who was a strong swimmer, began to swim for the shore, to bring out another boat.

He sank suddenly and failed to reappear.

The late Mr. Edwin Taylor Scott, B.Sc. Econ., was the youngest son of Mr. C. P. Scott, who edited the Guardian from 1872 to 1929. He succeeded to the editorship when his father retired from the post.

Forty Nine Years of Age.

Born in 1883, he was educated at Rugby and Corpus Christi College, Oxford, as well as the London School of Economics. He was private secretary and A.D.C. to Sir Sydney Olivier when the latter was Governor of Jamaica from 1907 to 1909.

From the latter year to 1911, he was engaged in financial journalism, and then he joined the staff of the Manchester Guardian.

In March, 1915, he joined the R.F.A.

He was married in 1907 to Miss Mabel Josephine Hobson, daughter of Mr. J. A. Hobson, the well-known writer on economics, and there were two sons and two daughters by the marriage. Reuter.

The Colonial Empire

Position Surveyed in Commons

FINANCE CRISIS

London, Apr. 22.
The position of the Colonial Empire, which is suffering heavily owing to the world depression, was reviewed in the House of Commons to-day by the Colonial Secretary, Sir Philip Cunliffe-Lister.

Several Colonies, he said, had only been able to carry on with the assistance of grants-in-aid or loans from the British Treasury, and a number of other Colonies would have been in the same position but for the fact that, in more prosperous times, they had accumulated reserves on which they were able to draw.

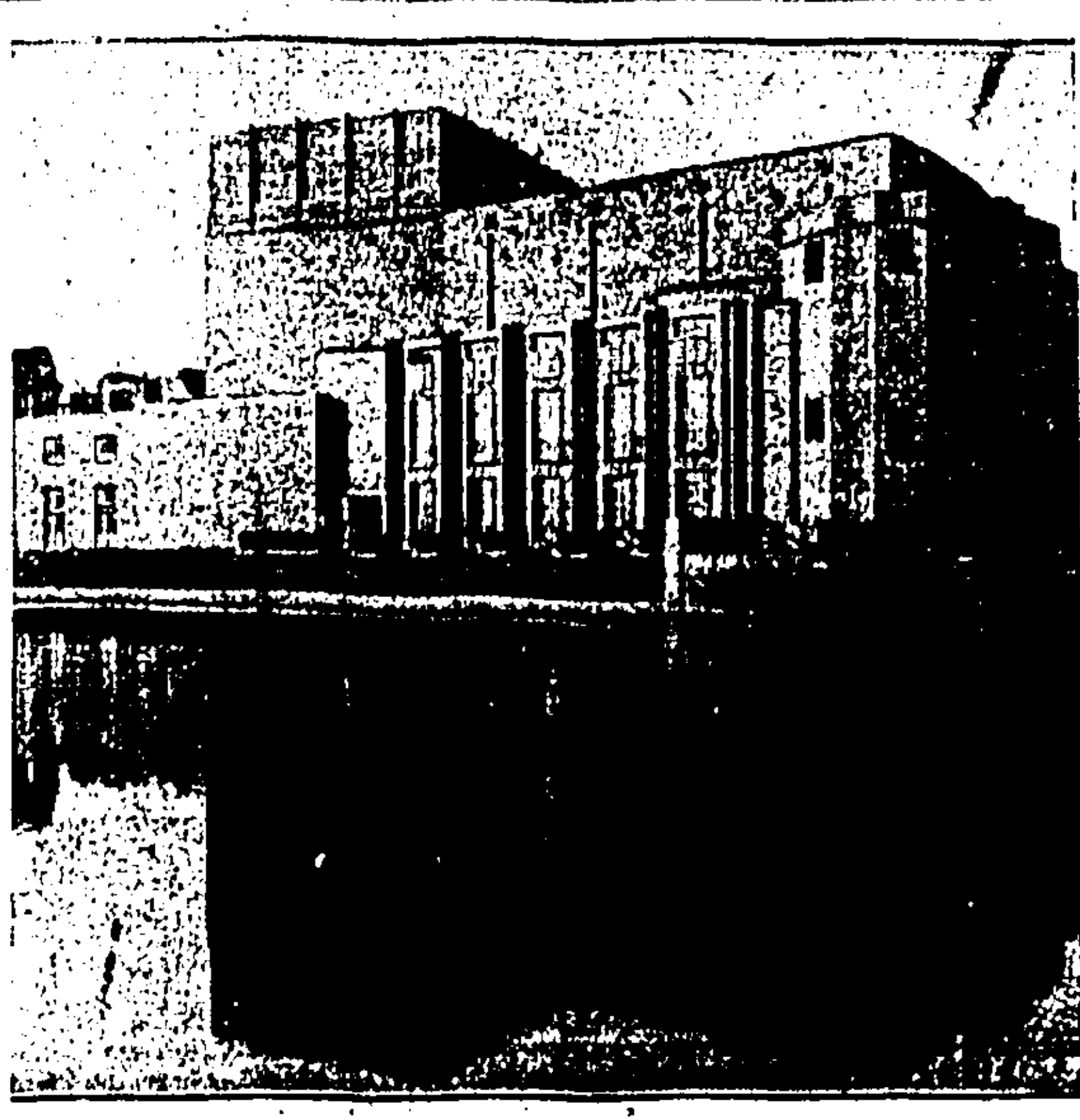
The Colonial Office was continuing the practice of helping administrations by means of financial missions to frame their budgets and to effect economies.

Commodity Prices.

The Colonial Empire was almost entirely dependent upon primary products and he was glad to say there was now some sign of an improvement in commodity prices, instancing coffee, cocoa and maize. The increased preference given to the Colonies had come at an opportune time and they had security of markets.

The Colonies were largely dependent for their revenue on tariffs, some of which were fifty per cent, or more, offering scope for agreements between themselves

DROWNING TRAGEDY Newspaper Editor Loses Life



The new Shakespeare Memorial Theatre at Stratford-on-Avon, which is being opened by H.R.H. the Prince of Wales to-day.

SENSATIONAL ARRESTS IN HARBIN

WELL-KNOWN SOVIET NATIONALS TAKEN INTO CUSTODY

HEADS OF C.E.R. DEPARTMENTS

(SPECIAL TO "TELEGRAPH")

Harbin, Apr. 23.
The Russo-Japanese tension in North Manchuria is not likely to be eased by the sensational developments of the last few days, following accusations of terroristic activities by Soviet nationals, leading to many astonishing arrests.

Nearly every Russian head of department on the Chinese Eastern Railway appears to have been taken into custody, most of the prisoners being extremely well known in Harbin. Their arrest is practically the sole topic of discussion in the city.

It is learned from reliable sources that altogether three young girls, eleven women and thirty-eight men, all of them Soviet nationals, have been arrested, allegedly in connexion with terroristic plot which it is claimed have been discovered.

Among those in custody are M. Gaidook, the Secretary of the C.E.R. M. Linsky, Secretary of the Pensions Department, and M. Fainberg, Secretary of the

Passports Department of the C.E.R.

Communication on the eastern section of the railway is still completely interrupted, and it is reported that heavy fighting is going on between the old Kirin forces and the troops of the Manchukuo Government.

The battle is in progress near Weishaho but no details of the way it is going are available.—Reuter.

A Good Model.

The agreement between Canada and the West Indies was a very good model and opportunities would arise at Ottawa of carrying that agreement further and seeing what development of trade between the Colonies and the Dominions was possible.

He announced that a Bill to give effect to the Government policy in Malta would be shortly introduced in the House of Lords. Government were satisfied that they were proceeding with the unanimous approval of the Commons and in the true interest of the people of Malta.

Rubber Problem.

Referring to Malaya, he regretted that despite every effort during the recent negotiations, it was impossible to frame an effective scheme of control for rubber but thought that the right course had been taken in examining the matter at once and announcing the result plainly and unequivocally.

The period of the Mandate in Iraq was drawing to a close and the Council of the League of Na-

MARBELLA IN A NEW ROLE

NOW A CUSTOMS CRUISER

"VOLTE-FACE"

Interest in the doings of the Marbella, the beautiful 200-ton schooner whose mysterious comings and goings towards the end of last year, had excited the curiosity of the Police and Revenue authorities of two continents, has been renewed by the information that the vessel which was recently seized by the Chinese Maritime Customs, has been converted by the latter into a Customs cruiser, and is now based at Foochow.

It will be recalled that the vessel, in consequence of the mystery with which her movements had been surrounded, leading to her being searched by the Police authorities at almost every port at which she had touched, including Hongkong, was finally seized after being ordered out of Macao by the Chinese Maritime Customs, thus putting an end to the rumours which had accumulated regarding the purpose of her several trips across the Pacific to the coast of Mexico.

International Interest.

Serious allegations including the clandestine importation of Chinese emigrants into the United States were among the reports disseminated about this handsome-looking craft which, fitted with an auxiliary motor, was to all appearances a pleasure yacht, registered under the Panaman flag.

However, the strong reasons which led to her eventual confiscation and conversion into the now prosaic role of a Customs cruiser have since been maintained by the Customs against an array of international complications introduced on behalf of the owner, a Chinese resident in Hongkong, who built the vessel at a Cheung-shawan yard, on the mainland of the Colony, at a cost of three hundred thousand Hongkong dollars.

Crew Gone.

The skipper of the schooner, the chief mate and the chief engineer of the Marbella, who with the crew, returned to Hongkong after the seizure of the vessel outside Macao, were at one time under local Police supervision, being held on bail. It is ascertained that their bond has been returned to them, and that they have left the Colony. The owner of the Marbella, who was not born in Hongkong, has also left the Colony.

SOCONY'S 1931 LOSSES

REPORT ISSUED

New York, Apr. 22.
A loss of four million dollars is shown in the 1931 report of the Standard Oil Company of New York and Vacuum Oil Corporation. The gross earnings were \$361,000,000.—Reuter.



Mayor Jimmy Walker of New York, shaking hands with Mooney, who has been in prison for 15 years in connexion with the San Francisco bomb outrage of 1916. Mr. Walker has been among the most energetic of Mooney's sympathisers.

HONGKONG BUDGET SURPLUS

NEARLY TWENTY LAKHS

REVENUE RECORD

The Colony's financial return for 1931 are now issued, and they reveal that the year resulted in an excess of revenue over expenditure totalling nearly 6 million dollars—\$1,985,949.7 to be exact. This brought the credit balance up to the satisfactory figure of \$11,347,629.

Revenue for the twelve months totalled \$33,146,723, on an estimate of \$27,488,769, or \$5,657,954 more than was budgeted for.

The expenditure was \$31,160,774, which is \$1,362,919 above the estimate of \$29,797,855.

NEW TAXATION.

Comparing the revenue for 1930, a net increase of \$5,328,221 is shown. All headings show increases excepting interest which declined \$166,339, and miscellaneous receipts, which dropped \$1,248,959.

The biggest increase was in respect of licences and internal revenue, which were \$4,765,801 better than in 1930. This, of course, is explained by the increase in taxation.

POST OFFICE PROFITS.

The Post Office makes the most showing, revenue from this source showing an increase of \$669,731. On an estimate of \$1,369,000, the actual receipts were \$2,038,731. In comparison the expenditure for this department totalled only \$554,893, thus disclosing a profit of \$1,483,838.

Expenditure totalled \$3,041,122 more than in 1930, there being increases under 23 headings and decreases under eleven.

MILITARY CONTRIBUTION.

The biggest increase in expenditure, compared with the previous year (apart from the Military Contribution, which has risen \$1,068,829) was \$272,378 by the Public Works Department. On the other hand, the Public Works Extraordinary shows a decrease of no less than \$475,668.

OFFENSIVE ARMAMENTS

BRITAIN'S GENEVA RESOLUTIONS

London, Apr. 22.

The Prime Minister had further conferences with leading statesmen at Geneva to-day and at luncheon was the guest of Dr. Bruening, others present including Monsieur Tardieu, Dr. W. W. Yen (China), Mr. Matsudaira (Japan) and Senor Madariaga (Spain).

During the morning Mr. MacDonald attended a meeting of the General Commission of the Disarmament Conference.

Sir John Simon explained that his resolution favouring qualitative disarmament was never intended to preclude consideration of the French proposals for internationalising aggressive armaments and amended his resolution accordingly.

It was unanimously adopted, as was another resolution with he proposed in the following form: "In seeking to apply the principle of qualitative disarmament, the range of land, sea and air armaments should be examined by special committees with a view to selecting those weapons whose character is most specifically offensive and threatening to civilian or most efficacious against national defence."—British Wireless.

ARTISTIC PAIR

MR. PROCTOR AN A.R.A.

(Reuter's Special Service).

London, Apr. 22.
Mr. Ernest Proctor, the husband of the well-known artist, Mrs. Dod Proctor, has been elected an A.R.A.

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CONTRACT BRIDGE.

By W. E. McKenney.

Secretary, American Bridge League.

In our previous article we took up original no trump bids of one under the McKenney system of contract bidding. To-day we will discuss when and how to support partner's original no trump.

Supporting Original No Trump Bid of One.

In assisting original no trump bids of one by partner, you use the pitch scale for valuing your hand the same as the original bidder, except that the supporting hand is allowed one additional point each for the ace, king or queen if it heads a five-card suit; e.g. if your hand contained the ace, queen and three small diamonds and your partner bid an original one no trump, you would count four for the ace of diamonds and two for the queen of diamonds, and in addition you would be allowed one point for the ace of diamonds as they head a five-card suit, giving you a total count in the diamond suit of eight points in support of partner's original no trump bid.

The reason this additional point is given for each of the three top honours is because partner is very apt to hold one of the missing high honours, or if you hold all three, that will be his weak spot, and this suit is quickly established for four or perhaps five tricks.

In original one no trump bids, you will note that a different total count is required for each of the four different positions. You will support partner's original one no trump to two no trump when the combined count of the two hands totals 22, and to three no trump when the combined count is 24; e.g. if partner opens with a bid of one no trump first hand, he shows a count of at least 13, therefore you must have a count of nine to raise him to two no trump, or a count of 11 to raise him to three no trump, while if he bid no trump fourth hand, assuming of course that there had been no intervening bids, he shows a count of at least 15, therefore you would need only seven to raise him to two no trump and nine to raise him to three no trump.

When partner has opened with an original one no trump and your hand contains one and one-half to two quick tricks, you should endeavour to support partner's no trump, with no intervening bid, even though you must shade the count slightly. The reason for this is that if you hold two aces, or a side ace and a side king, undoubtedly these are partner's weak spots and if he could bid a no trump, you may have just what he needs to produce a game.

Holding no good biddable four tricks and no good biddable four or five-card major suit, you should take partner to three no trump, even though the count has to be shaded a point or two.

When a hand containing two and one-half quick tricks with no good biddable suit is opposite an original no trump hand, game will result in a great majority of cases.

If partner opens with an original one no trump and the opponents put in a suit bid, not only are you required to have sufficient count, but you must also have the opponents' suit stopped in order to raise partner's no trump.

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LOST ATLANTIS

THEOSOPHICAL SOCIETY LECTURE

An interesting lecture on "The Lost Continent" was given by Mr. B. W. Paul at a meeting of the Theosophical Society on Thursday evening. In the course of his remarks Mr. Paul said:

"Although the lost continent 'Atlantis' is spoken of in our Encyclopaedias as a 'mythical island kingdom,' the scientific evidence of its existence is very convincing.

"The deep-sea soundings of the Atlantic ocean by the British and American warships 'Challenger' and 'Dolphin' revealed an immense bank of great elevation in mid-Atlantic rising sheer out of the depths, while the Azores, Ascension and Tristan D'Acunha are the peaks of this land which still remain above water, and a noteworthy fact is that this ridge is covered with volcanic debris particularly about the Azores.

"Turning to the fauna and flora upon the continents separated by this great ocean we find identical species on the separated lands, fossil remains of the camel being found in India, Africa and North and South America. Similar remains are found of horses, sheep and cattle. Now it is generally accepted that a species of animal has its origin upon one part of the globe and from there overruns other parts, and it would appear very logical to suppose a former land link between these two continents.

"Again we find the banana, a seedless plant, which cannot be propagated by cuttings and whose roots will not stand long transit, flourishing extensively on opposite sides of the Atlantic Ocean.

Similar Languages.

"If we study languages we find a remarkable similarity between the ancient language and alphabets of the Mayas of Yucatan and the Egyptians.

"We find similar types of men on both sides, similar beliefs. The first Spanish adventurers in Mexico and Peru were astonished to find the savages using the cross as an emblem of worship. So it is with religious buildings, Pyramids in Egypt, Mexico and Central America. They are alike in orientation and other features; their similarity is too great to be a mere coincidence. Many ancient writers mention this lost continent. One states that the Phoenicians knew of this island, while Plato in his 'Atlantides' gives a detailed account of its inhabitants.

"Most remarkable of all is the marvellous uniformity of the Flood legends. It is needless to go into these flood stories, but suffice it to say that in India, Chaldea, Babylon, Media, Greece, Scandinavia, among the Jews and among the Celtic tribes of Britain, the legend is absolutely identical in all its essentials.

"Turning to the West we find the same story among the Mexicans, the people of Guatemala, Honduras, Peru, and almost every tribe of North American Indians. It is foolish to suggest that mere coincidence can account for this fundamental identity. The famous Troano Manuscript from the Mayas of Yucatan now in the British Museum, translated by Professor Le Plongeon, is very explanatory. It describes how the remains of this great continent were shattered by volcanic forces and finally sunk beneath the waves drowning millions of its inhabitants.

The Theosophical Version.

"So much Science tells you and it is very conclusive and very fascinating. In addition Theosophy tells you that this land Atlantis was the cradle and home of the fourth root race of humanity, that the root stock, a giant race, came from West Africa, overran the island continent and became the first race of Atlanteans. They flourished for thousands of years but were finally displaced by the following races. There were seven Atlantean races, the three first being red races and the four to the world."

FAMOUS BRITISH SOLDIER.

BRIG-GEN. MACNAGHTEN PASSES THROUGH

Among the passengers by the P. and O. liner Rawalpindi, which leaves at noon to-day for Home, is Brig. General E. B. Macnaghten, C.M.G., D.S.O., former Chairman of the Shanghai Municipal Council, who is travelling to England on an extended holiday.

General Macnaghten has had an interesting military career, and served throughout the Great War with the British forces. He was born in India in 1871 and first saw service in West Africa in 1898-99, when he received the West Africa medal, with clasp. He saw service again in 1900-02 in South Africa, for which he received the Queen's medal with four clasps, and the King's medal with two clasps. In the Somali-land campaign in 1903 he was twice mentioned in despatches.

During the Great War, General Macnaghten was eight times mentioned in despatches, and was given two brevets, also receiving the C.M.G. and the D.S.O., the Mons Star, General Service Medal and the Victory Medal. From the French Government he received the Croix de Guerre.

He first arrived in China in 1920, when he became a Director of the British American Tobacco Co. He was Chairman of the British Chamber of Commerce in 1926-27, and in 1926 was elected to the Shanghai Municipal Council.

He was re-elected in 1927 but resigned in October of that year. In 1929 he again successfully stood for election, and was appointed vice-Chairman on April 18. In March of the following year, just before the annual election, he became Chairman, a post he has held ever since. This year he did not stand for election, and handed over the chairmanship to Mr. A. D. Bell, the new Chairman, on Thursday morning, the day after the annual election. Sometime A.D.C. to the King, Brig-Gen. Macnaghten is referred to most eulogistically in the Royal Artillery War Commemoration Book.

When Brig. General Macnaghten left Shanghai on the Rawalpindi he was given a guard of honour from the Shanghai Volunteer Corps. As Chairman of the Council Brig-Gen. Macnaghten was also Civil Commandant of the Corps. Now that he is no longer Chairman he has actually gone back on to the "active" list of Corps officers from which he retired with the rank of Major before he became Civil Commandant.

The guard of honour consisted of four other ranks from each unit in the Corps, and was under the command of Major F. A. R. Leliao. Brig-Gen. Macnaghten's car started from the Country Club and was escorted by two howitzers of the Shanghai Field Battery—his old unit.

last yellow races. "The third race, the Toltees evolved a civilization that we have not yet surpassed. Even thousands of years later their descendants established the Mexican and Peruvian empires. It was during the rule of this race that the Lodge of Initiates moved to Egypt, and ruling the country well and wisely established that Divine Dynasty, that Manetho the Egyptian priest writes of. They built the two great Pyramids on one of which Cheops later put his name, and centuries later built Karnak and other great ancient buildings.

"The sixth race, the Akkadians, were the forerunners of the Phoenicians, and it was this race that came to Britain and built Stonehenge. The seventh race, the Mongolian, started on the steppes of Eastern Siberia. They multiplied tremendously and even now a majority of the world's population belongs to this race. An interesting fact is that the last family race has not yet reached its zenith, and the Japanese nation has still got history to give to the world."

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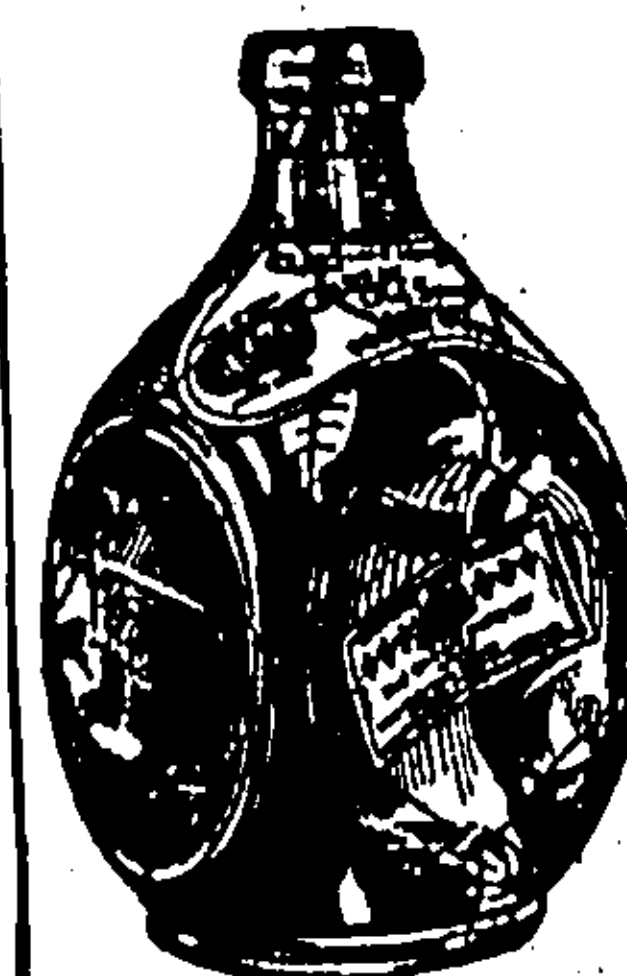
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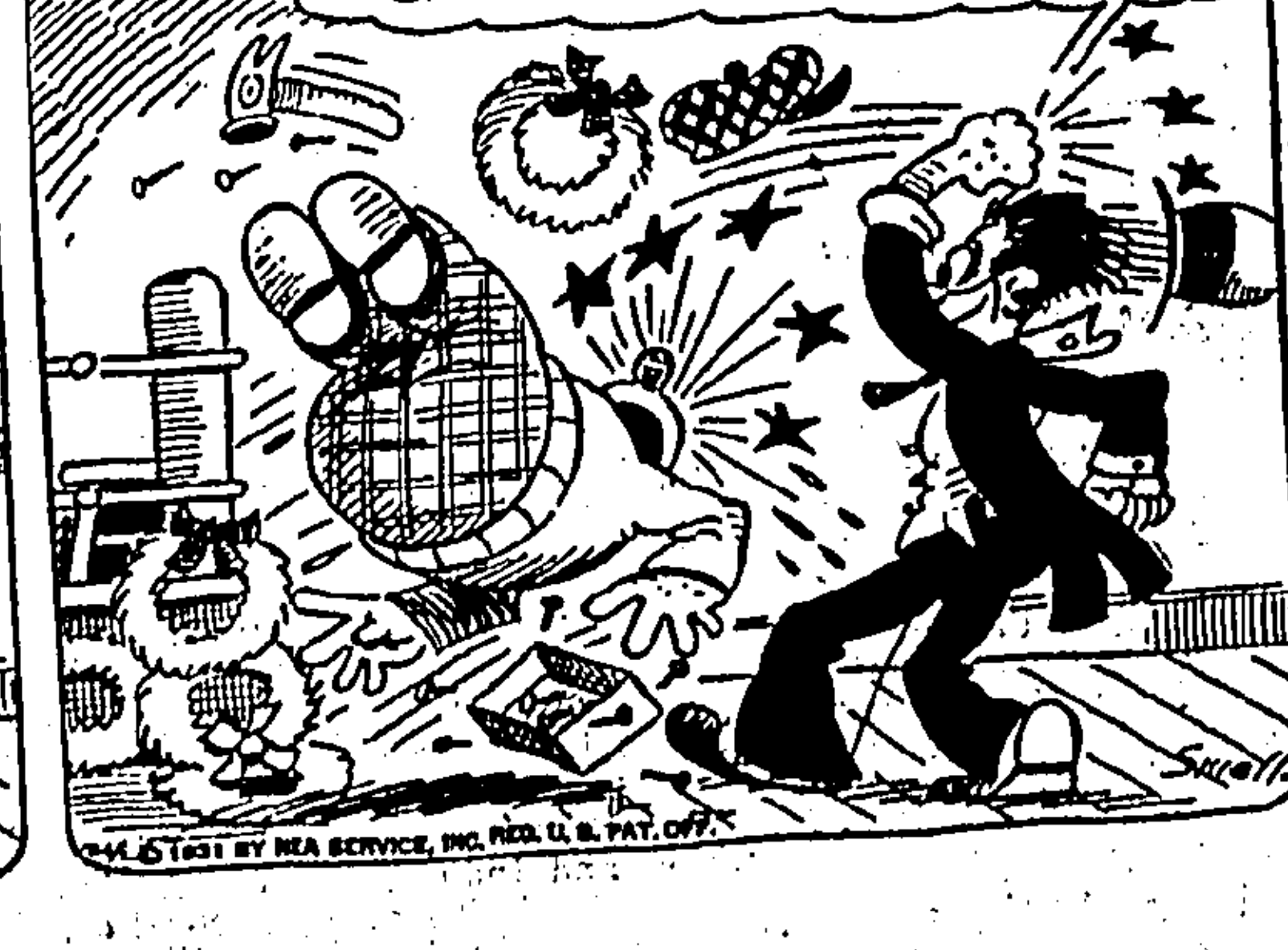
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The dime-a-dance
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BY JOAN CLAYTON

BEGIN HERE TODAY

Beautiful Ellen Rosaler, a salaried in Barclay's Department Store, lives with her mother, Mrs. Rosaler, and her young brother, Mike. The two girls support the family. Ellen foolishly spends money saved to pay the rent. Ellen decides to work nights at Dreamland as a dance hall hostess until the sum is made up. The hostesses must wear evening dresses and Ellen has none. Steven Barclay, 37 and Ellen's employer, sees the girl crying and discovers the situation. He lends Ellen a lovely frock when she refuses to accept it as a gift. Ellen forgets her wealthy employer's kindness when at Dreamland she meets handsome Larry Harroway, an artist. Ellen discovers Larry is engaged to Elizabeth Bowen, a debutante. She is hurt that he has failed to tell her this, but though she believes him to be a phony, she continues to see him. Ellen quarrels with her mother, refusing to break an engagement with Larry to accept one from Barclay. She goes to Coney Island with Larry and finds herself more and more in love with him.

CHAPTER XIV

Coney Island was having a record Sunday. Under a cloudless sky of electric blue lay an ocean the same shade filled with people who had fled the heat of the city for the heat of the amusement resort. The golden sand of the beach was completely hidden by the sweltering multitude. People sprawled under umbrellas, in steamer chairs, or lay face down on the beach, sunbathing.

Tollmen herded lost children while frantic mothers searched for little Jimmy or Ike or Jane. Picnic parties gorged on popcorn and hot dogs. Young husbands proudly paraded with their young wives. Pretty, pale-faced girls strolled in pairs, bright eyes alert for the chance of an escort. Lovers taught their sweethearts to swim. Life-guards bobbed up and down in boats, listening for cries of help. It was a record Sunday.

"Honestly," said Ellen in an awed voice, "I've never seen so many people before. Never!" "You mean so many that you wouldn't like to know," Larry amplified thoughtfully.

"Snob," she accused him. "Certainly," he agreed. "So are you. Confess it—don't you think we're the nicest people at Coney Island, this afternoon?"

"Certainly we are," she agreed demurely, delightfully conscious of his hand on her bare arm, delightfully conscious of his nearness when the crowd pressed them together.

"Still want to swim with all of New York for company?" "I still do."

They reached the bath house. Larry moaned when he perceived the long queue of sweltering men and women lined up for suits.

"My God," he said plaintively. Then he demanded, "Can't we do something about this? Buy somebody's place or something? There's a man, near front too, looks as if he'd be glad enough to sell."

"I suppose you've already got your tan at Palm Beach and don't care how the rest of us manage," Ellen said with mild sarcasm.

The annoyance faded from his face.

"Don't tense me, my child," he complained. "I was thinking of you, heaven knows I was. My heart fails at the thought of you in one of those suits. The trick seems to be getting every customer into a suit that doesn't fit."

He pointed to an extremely fat woman stuffed perilously into a black suit two sizes too small. She was emerging from one of the bath houses with a youngster of 10, a slender, wispish little girl almost falling out of a suit two or three sizes too large. Ellen giggled.

After all she and Larry didn't go into the ocean. They rode on the whip and in a gondola through a Venice that was moonlight blue and slightly too damp for comfort. They rode on the roller coaster. Ellen, like 100,000 other girls, shrieked as little red cars shot down shining tracks and dropped into what seemed miles of lighted emptiness.

"Hey, this idea was 100 per cent. to the good!" caroled Larry as he steadied her in his arms. "I must have been missing things all my life."

They ate hot dogs from the hot dog wagon and cotton candy which melted under the tongue like sweetened air. They breathed mingled odours of sawdust and canvas and popcorn. They went to the aldoshows and peered with fascinated horror into narrow booths. There the fat lady quivered like mountainous jelly. The cigarette fiend, thin as a snake, smoked endlessly. The sword swallower challenged his digestion with knives and nails. "That reminds me," remarked Larry with the utmost seriousness, "I'm hungry."

"After all those hot dogs?" marvelled Ellen, giggling at his foolishness.

"Only three or maybe four. You're hungry, too. You can't deny it. Your tongue's hanging out at the thought of food."

They lunched on the roof of the Midnight Moon Hotel, despite Ellen's feeble protests at such extravagance. They ate lobster Newburg and strawberry ice, with reckless disregard of their health, while from far below they heard steam-

bont whistles and saw the tiny golden circle of the ferris wheel turning over and over.

Then the stars came out. "Listen, what time is it?" asked Ellen suddenly. "I've got to go to Dreamland and you promised to return the car to your friend."

"That doesn't matter," Larry replied carelessly as he leaned across the table toward her. "The only thing that matters is that you and I are here on this roof and that you have the loveliest eyes. Did you ever take a good look at your eyes—Ellen?"

But Ellen was not to be diverted. "No wonder you're always late," she rebuked. "Don't you ever look at your watch?"

"As a matter of fact," he laughed, "I haven't a watch. I'm afraid if I carried one I'd have to look at it."

Ellen was taken back by the novelty of this viewpoint. What an idiot he was! But she was a little troubled also. Larry had distinctly told her his friend intended to use the car that evening. She had her job to remember. She could not be easy until she knew the time. She told him that.

Somewhat aggrieved he set off in search of a waiter. When he returned he was smiling broadly, good natured and cheerful again.

"Everything's fine now," he tensed her. "It's too late for me to take the car back and it's too late for you to go to Dreamland. It's 15 minutes of 9."

Ellen uttered a cry of horror. She stood up. "We'll have to leave this minute!" she cried.

"But no—you don't understand! It's too late to leave. We'll stay here and dance. What a lucky break my not having a watch!"

"It may not make any difference to you," Ellen said, determined to sober him. "But my job is important to me. I simply must get back."

"But you can't," he exclaimed. "That's what I'm trying to tell you. We couldn't reach town before 10 any way—maybe later."

Ellen was annoyed and hurt. When he saw suddenly that she was not amused and that a genuine mood of anger and disappointment was keeping her silent, he changed his tone. She thought he seemed disinterested as he asked what she would do.

"I'll telephone that I'll be late. I suppose that's the only thing I can do."

"I've got it!" Larry exclaimed. "We'll stop at Dreamland and I'll buy all your dances for the evening. That'll fix Salomon. You'll see."

Ellen, reluctantly, unwillingly, found herself laughing with him. It was too difficult for her not to respond to his easy, agreeable charm. After all, she thought, even if he couldn't seem to under-

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stand the seriousness of her job he was quick enough to mend the situation he had created.

"We'll go dancing in town," he went on. "That'll be more fun any way. This place was beginning to get tiresome."

Ellen could not understand him at all. Just a moment before he had been eager to stay.

As Larry had predicted, Salomon was willing enough to accept Ellen's confused excuses, willing enough to permit her an evening away from the dance hall when he was able to profit as much by her absence as by her presence. But Ellen found herself uncomfortable over the arrangement. She knew the other girls thought it odd. Anise, in particular, stared curiously and turned to Tony to make what Ellen was sure was a spiteful remark.

She forgot all that as she and Larry danced the night away on

the roof of a small, smart hotel. She forgot everything except the fact that Larry—liked her. In a thousand ways girls understand so well he had told her so.

They drove home through Brooklyn when the stars had begun to fade and the east was beginning to lighten and that still, cool hush just before dawn enveloped the city. When they arrived in Brooklyn the sun was breaking over the house tops. They paused to look at the brightening east and to breathe the delicious coolness before they crept into the quiet house and slowly up the stairs.

Larry hesitated at the door a long time, as unwilling to go as Ellen was to have him. It had been such a perfect evening they told each other again and again. In hushed, surreptitious voices they whispered of what they had seen and done; whispered of future

(Continued on Page 15.)



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WOMEN'S WORLD

FOR OUR LADY READERS.

BEAUTY HINTS.

[By Alicia Hart.]

If you really have your eyes open for beauty, you will wash them every day of your life.

I do not mean give them the once-over on the outside with the wash-rag. I mean rinse them out under the lids with an eye cup.

Blink hard as the strongest eyes with the longest lashes can, it is difficult not to get some fine particles of dust or dirt under the lids. Or, even if you don't actually have any particles to rinse out, the eyes get hot and tired, just as the whole body does, from the steam heat of houses, and the general strain of living.

There are many commendable commercial solutions, for washing eyes out. If you keep a bottle on hand while you work and use it after you have been out to lunch, you will find this mid-day rinsing helps your eyes a lot.

For home-made solutions, there are two that are excellent. First comes the old standby, boracic acid. Mothers use it on their infants' eyes religiously. But they often do not have the foresight to know that what's good for little Lucy is good for them.

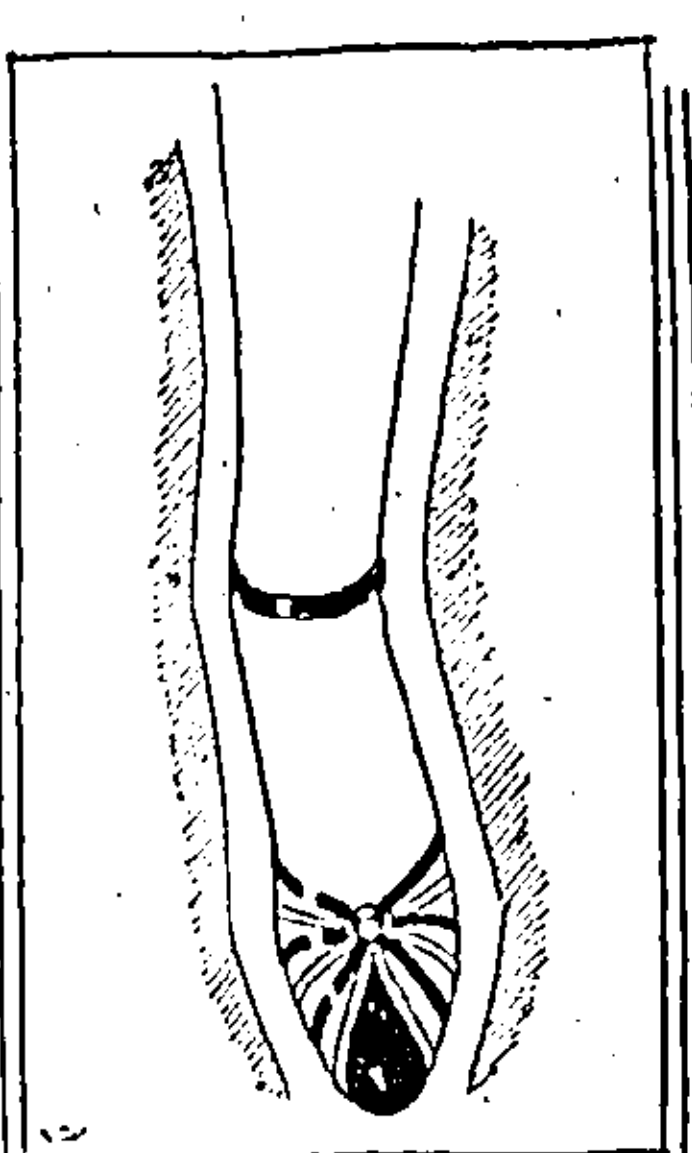
Take a glass of hot water and put one teaspoonful of boracic acid powder into it. The water will absorb just that amount. It is most beneficial if used mildly hot. Follow that with a cool solution, if your eyes are very tired, and see how much better they feel.

The second solution is a very, very mild saline solution. This should be used only once in a while. Use the boracic for steady daily routine.

EVENING SHOES AND BAG.

A pair of evening shoes with a bag to match, of more silk, provide an exquisite finish to the "little girl" type of evening frock, which is so popular at the moment. The shoes, which may be obtained in pastel shades of blue, pink, or green, have a tiny bow of ruffled moire in the front, while the bag, which is in a pouch shape, is similarly decorated.

An Evening Sandal.



An evening sandal in the cutout mode is shown in blue kid for afternoon or informal evening wear. The vogue for coloured kid in semi-formal sandals is a leading spring fashion.

Bridal Veil Worn by Cinema Star.



Joan Bennett, the motion picture actress, wore a veil when she was married to Gene Markey, scenario writer, the other day. But it wasn't a bridal veil. At least, not the usual kind. It was a scrap of wide-meshed net that audaciously stopped before it reached the tip of her nose. And it was worn with a smart spring turban instead of a white satin train.

FASHION NOTES.

Beads and Girdles.

A new way of wearing beads is being shown with evening gowns. This consists of a triple row of beads to match in colour the model, and is worn round the neck, and then twisted round and beneath one bare shoulder. All kinds of beads to match the evening gowns, and the buckles on the narrow belts are usually set with the same stones, cut in cabochon style.

Curving flounces trim some of the evening skirts on which clever yoke movements are noticeable, while lengths vary from ankle-length to those which touch the floor. The Princess line is a marked one and bids fair to hold its own openings.

Evening head-dresses, with bands of material to match the dress, and osprey fronds softening the line of the head are welcomed as being a charming adjunct to evening gowns.

An article of lingerie, which will be esteemed by women in the new nightgown, which has lately been launched in Paris, that looks more like an evening gown, than it does like the shapeless, slim-slip hitherto employed to sleep in.

These gowns are made like tailored dinner-dresses, or are shirred and flowing to suit every taste, and often sleeves too. Any girl who is clever with her needle can make a gown like this.

A favourite model is made of white crepe de Chine or linen, with a little fitted bodice and short

LOVELY EYES.

[By Thea Holme.]

Get plenty of sleep. I make it a firm rule to get eight, and if possible nine, hours every night, and if I am kept up late at night I sleep on in the morning.

My windows are thrown open wide summer and winter, for fresh air, even while one is asleep, helps to keep the eyes fresh and bright. When I notice signs of tiredness under my eyes I massage in a little skin food.

Bathing with an eye lotion is helpful, particularly in London, where dust is certain to get into the eyes during the day.

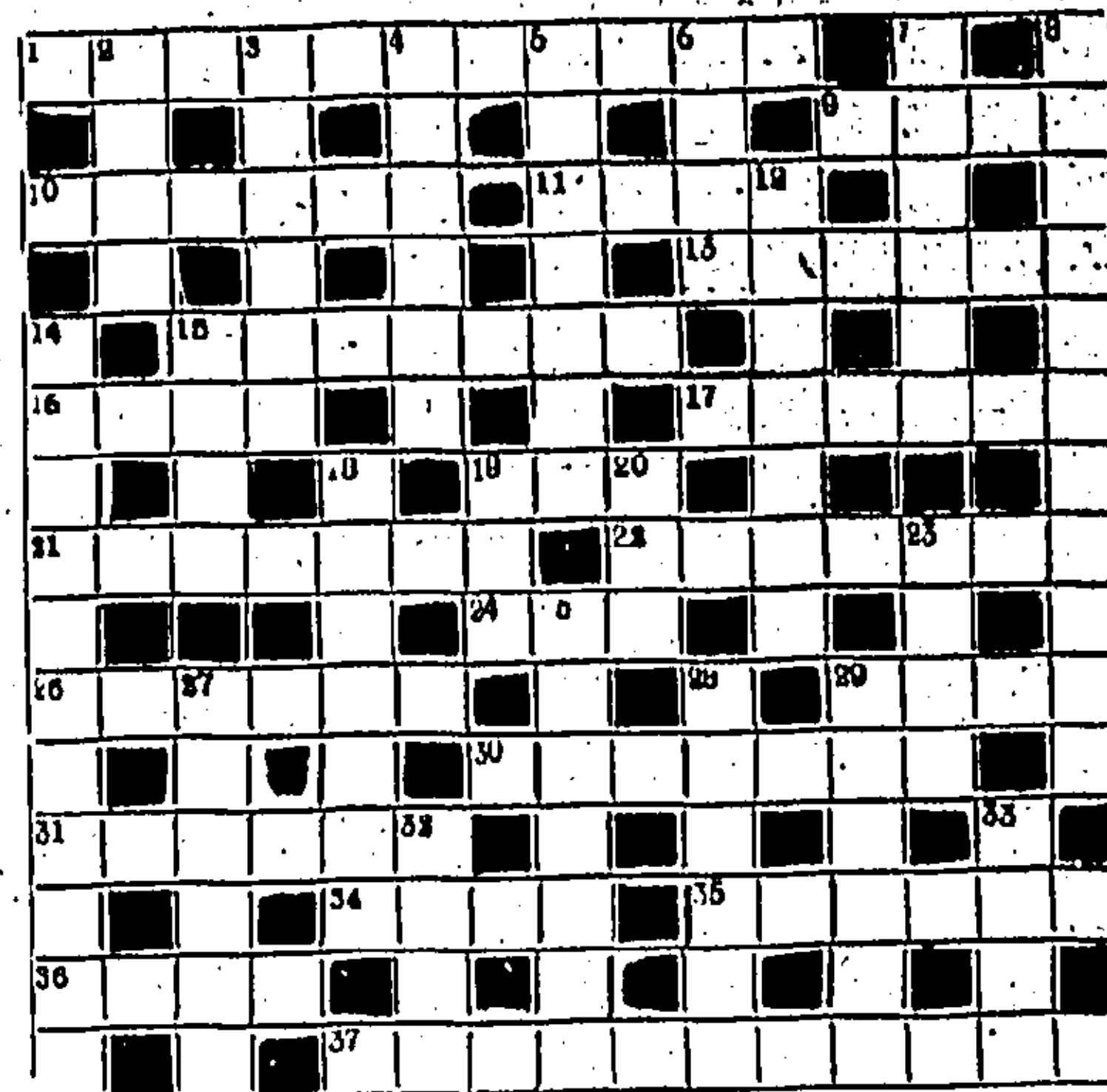
Make-up for the eyes, if one is dark-eyed, as I am, should be kept to the minimum during the day. For the evenings I use a purple eye-shadow, gently rubbing a little into the upper lid and shading it off towards the brow.

LEATHER PYJAMA CASES.

The newest pyjama cases are particularly useful for travelling, being made of soft leather in two or more pastel shades. The cases are square with a narrow fringe round each side, and will keep two or more pairs of pyjamas fresh and uncreased when packed in a suitcase.

sleeves. You can shir your bodice if you like, and also the short sleeve. A ribbon girdle passes through the lowest row of shirrings. The skirt is full and straight.

OUR BRITISH CROSSWORDS.



- Across
- Adorned with a printer's measure and a source of inflammation. I cut off at last.
 - These words are one.
 - A hand covering—or nearly so.
 - Evolution works slowly. It takes such ages to produce a nose.
 - Happen as a natural result.
 - Apparently father does not own his house—and mother, too.
 - Is in debt.
 - Comet heads.
 - Away from in front of the sky is pretty cold.
 - "There's wrath and—in the jolly blackjack" ("Lady of the Lake").
 - Apparently a likely place in which to look for a Belgian hare.
 - Takes most of the skin on the feet.
 - Works—of art.
 - For it is sad indeed.
 - This pool is not reserved for private bathing.
 - A member of the cat family.
 - Those who look thus may get a punch in the eye and stagger back.
 - May be a hanging matter.
 - Precise.
 - "Guards lanes" (anag.).
- Down
- Sounds suitable wear for men in the days when knights were bold.
 - Sleep acts as a substitute for food sometimes, but the next rasher will suit me better now (hidden).
 - Descriptive of gentry who have just come ashore.
 - You may swear about the note, but it indicates the right thing to wear after the race.
 - She was the Belle of New York one May.
 - It's singular that it can never be so.

- See me, after the devil bent round, thrown into confusion—and little wonder!
- Its not only in Scotland that three go for a dram.
- Five men jumped to their feet in a bus yesterday. A pretty girl had just said to a friend, "I wish that — man would give me his seat" (two words).
- Enclosures in a post-office which, as a rule, are useless for their alleged purpose.
- Burnt sugar.
- If I were with this fellow the pine trees would conceal us both.
- This fetish in the Royal Navy gets the bird.
- Boy's name.
- A benign communist of a like nature will do nicely.
- Allure.
- Who said, "The quality of mercy is not strain'd"?
- It should add to one's knowledge, not lessen it.
- Menn.
- They are slippery customers, or else changed.

Yesterday's Solution.

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ENNOBLED ENNU
CHERUBIC LISSOM
OAR CRESSER
INSTITUTE UTTER
LLOYD PARTIAL
STABLE EBLIS
WATER LALE
ALOFT DELAYS
GAMMA NECTARINE
OYSTER TON DUSN
NERVES CULDESAC
EOTHEEAE
KATHER STARTLED

COMING SHORTLY TO THE KING'S.

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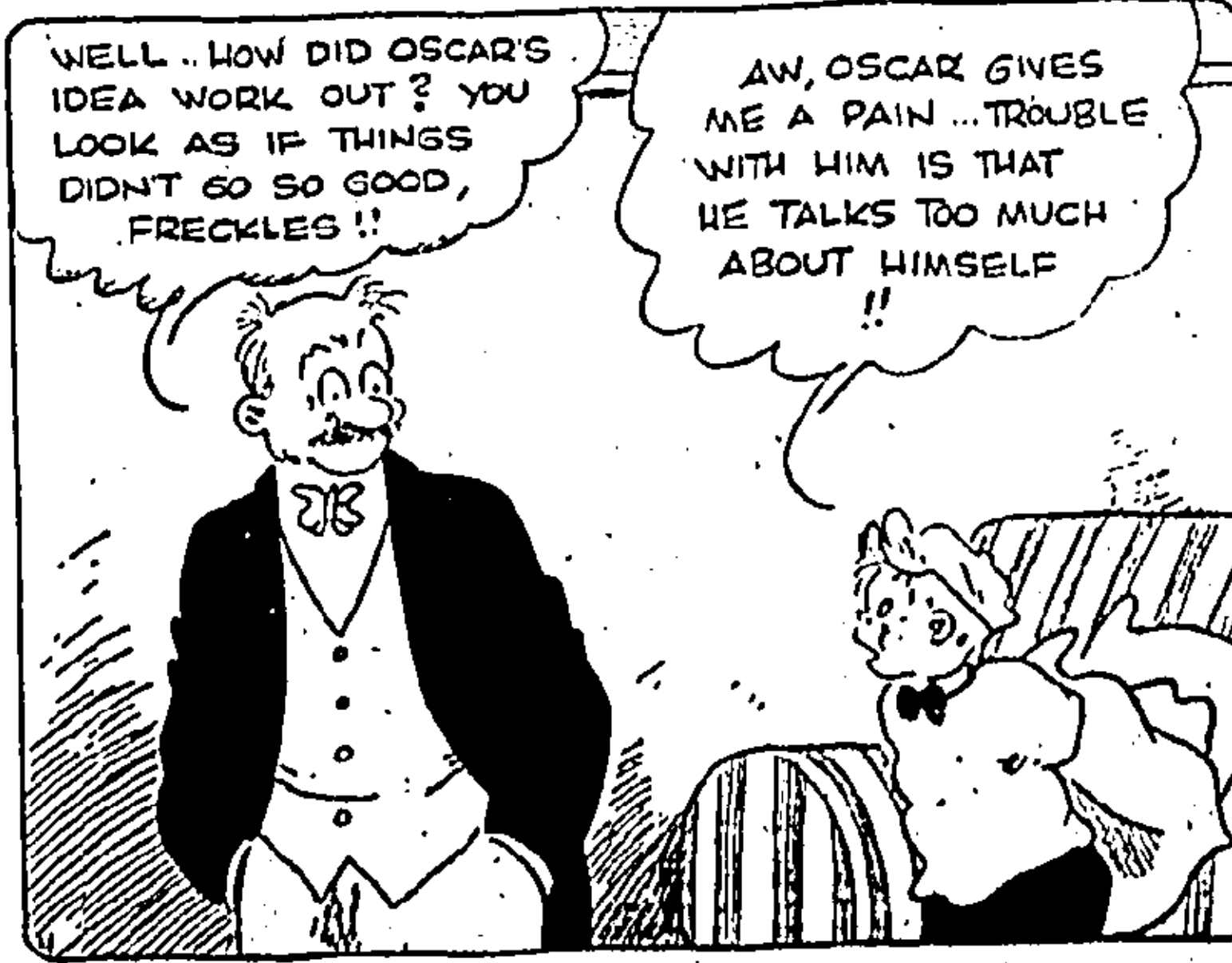
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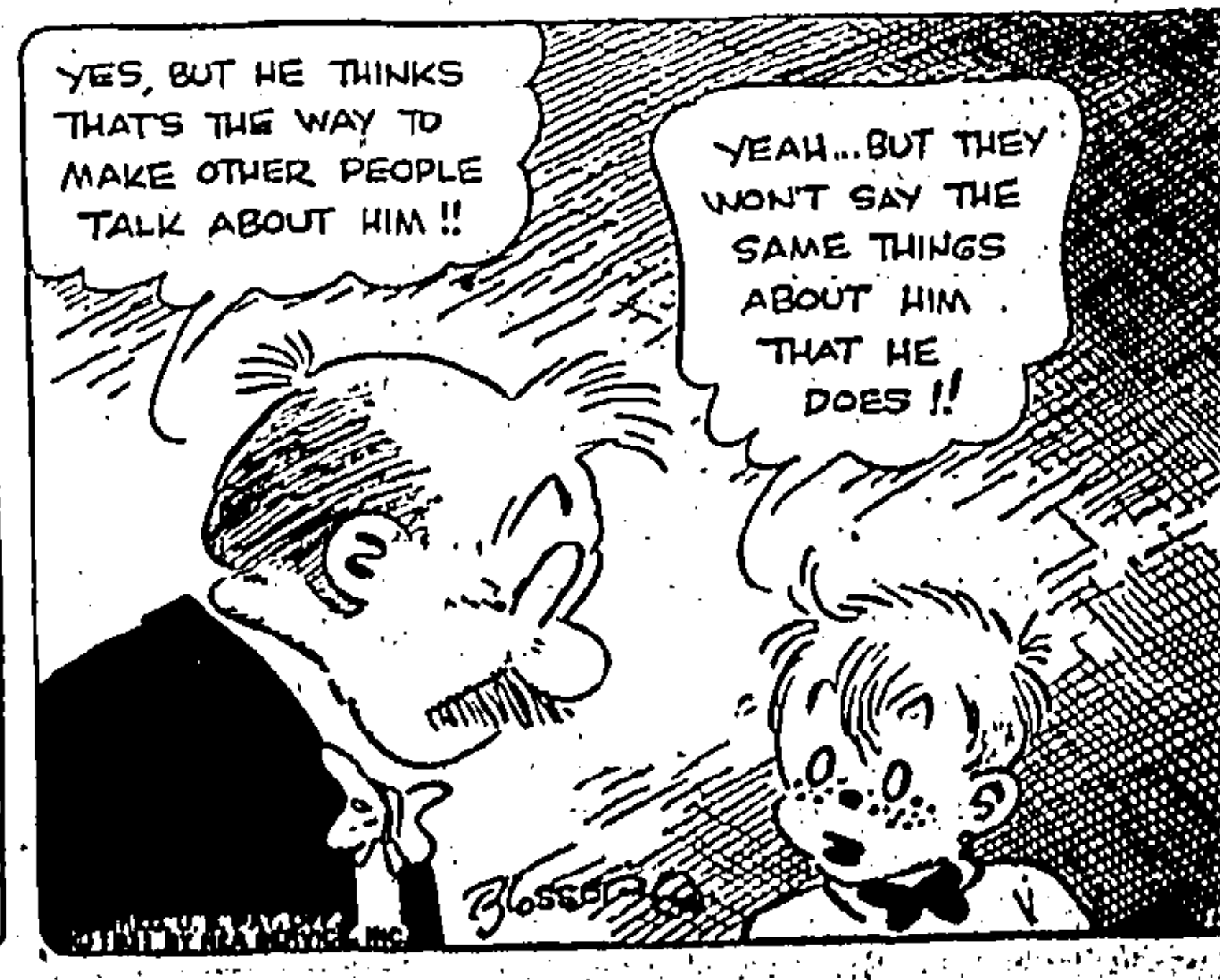
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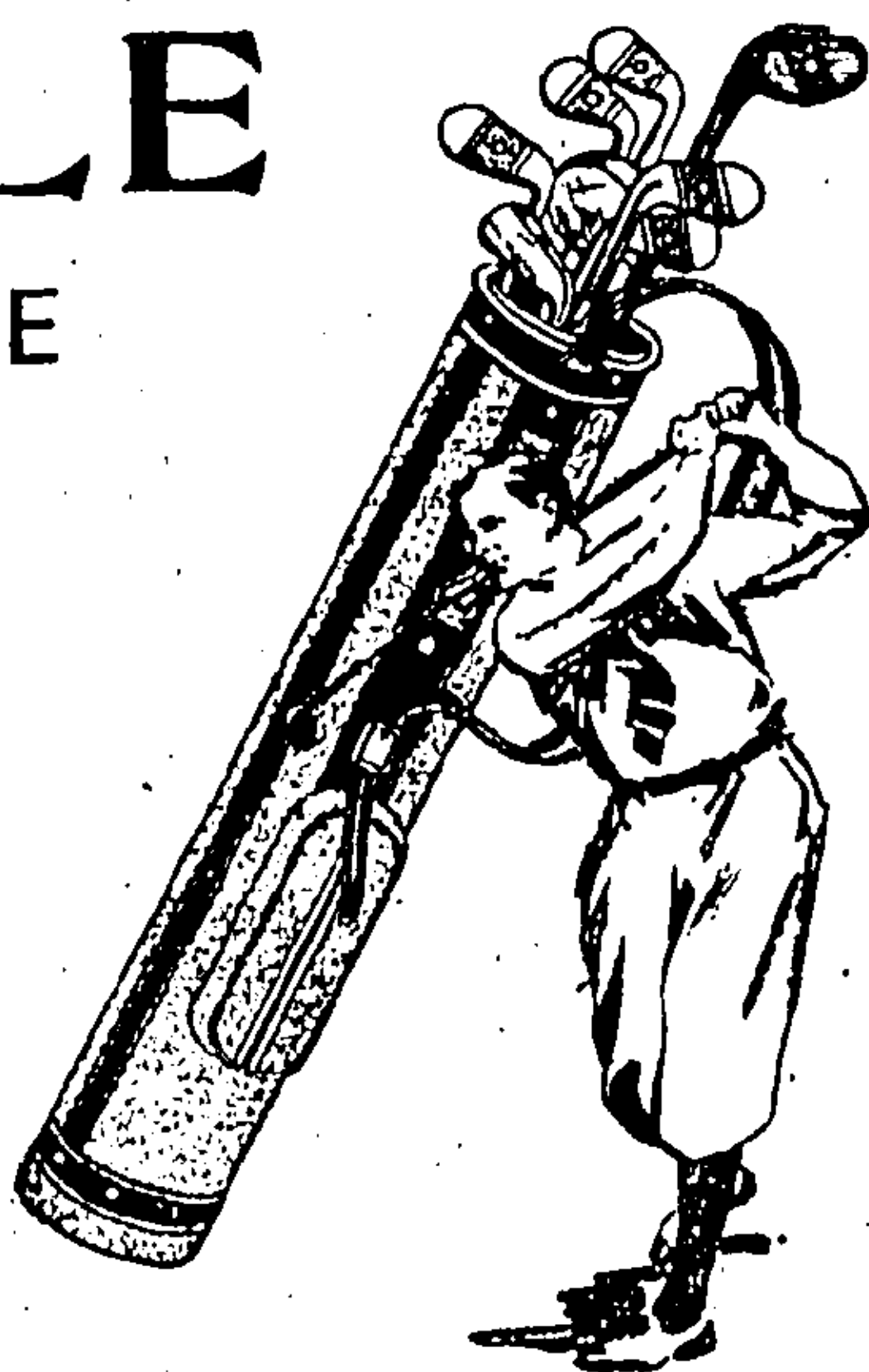
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The Hongkong Telegraph.

SATURDAY, APRIL 23, 1932.

LOCAL ELECTION PROBLEMS

Only in respect of one body—the Sanitary Board—have Hongkong ratepayers the privilege of exercising the franchise. Moreover, of the ten members constituting that Board, only two are chosen by the elective method. When it is further borne in mind that there is, as a general rule, no rush of candidates when vacancies occur, it will be seen that elections are few and far between. However, next month, the electorate will have the somewhat rare experience of going to the poll, since there are two nominees for the seat which has become vacant. One of the candidates is a well-known medical practitioner, with admirable qualifications for such a position; the other, who comes forward as the nominee of the Kowloon Residents' Association, can claim a most useful record of public service. Canvassing has already begun, and although neither of the candidates has yet come forward with a "platform," the contest should be a most interesting one.

The privilege of voting in Hongkong is so rarely enjoyed that there is probably no very clear idea amongst ratepayers as to who are entitled to exercise the franchise, and who are not. It may be explained, therefore, that the voters' panel comprises those who are on the Jury List and those who, by reason of their calling, are exempt therefrom. There is a long list of exempted persons, ranging from persons holding salaried office under the Crown to legal practitioners and their clerks, newspaper editors and their staffs, doctors, chemists, and clergymen to masters of steamers. Those liable to jury service are all male persons between the ages of 21 and 60, of sound mind, not afflicted with deafness, blindness or other such infirmity, who are "good and sufficient persons resident within the Colony," and are "not ignorant of the English language." In other words, in the absence of any property qualification, such as exists at Home, the Jury List, with specified exemptions, comprises the electoral roll. An interesting point, however, arises concerning the exempted class. The presumption is that when the law was originally drafted, it was intended that only those who would ordinarily be liable to jury service should be entitled to exercise the franchise. But it is quite conceivable that amongst the exempted class there are many who, had they belonged to some other calling, could not, by reason

of their ignorance of English, for example, qualify for jury service. The point therefore arises whether any such should have the right to vote at Sanitary Board elections. It seems to us that the only basis on which this problem can be solved is, when applications are made for exemption, for the Registrar to apply the jury service test to the applicant, and not if the latter is unable to pass that test, he should be ruled out. The mere fact that a person belongs to an exempted profession should not automatically carry with it the right to vote.

It becomes apparent, indeed, when looking through the law governing jury service, that it badly needs overhauling. For example, what means have the authorities at their disposal of discovering who, and how many, amongst the Colony's residents are liable for such service? The law says that the Registrar shall every year make an alphabetical list "of all persons ascertained by him to be liable to serve as jurors." How does he select the names? Presumably by securing such data as he can from Hong lists, the property-owners' roll, etc. Obviously, on such a basis there must be many names never included either in the Jury List or in the list of exempted persons. However, at the moment the chief necessity would appear to be some method of deciding who, amongst the exempted classes, are entitled to vote at Sanitary Board elections, and who are not. The point is of vital importance in view of the large number of people affected.

The Seven Towns of Britain.

The mysteries which lie behind the figures of the British census of 1931 have not yet been probed to their depths, and years will have passed before all the information they hold will have been brought to light. Prof. C. B. Fawcett of London University has deduced from them that Great Britain is tending to become a country consisting of seven towns, with seven economic centres, around which revolve the lives of persons forming seven economic units. Each of these units he speaks of as a "conurbation." Thus the conurbation of London extends somewhat beyond the boundaries of the so-called "Greater London," and includes a population of approximately 10,000,000. His six other urban units in Britain are those of Manchester, Birmingham, West Yorkshire, Glasgow, Merseyside (Liverpool) and Tyneside. He might, perhaps, have added the Cardiff-Newport area as an eighth. The point that arises is not merely that these seven are the largest and most important of the town-areas, nor even that they already include half of the total urban population of Great Britain. What is even more remarkable is that during the last ten years their rate of increase has been nearly twice as fast as that in the rest of the country. If this process continues, the Britain of the not distant future will consist exclusively of seven or eight towns or town areas. For each of these there will be one humming centre of metropolitan activity, from which will radiate local electric railways, roads with their local automobile traffic, and telephone lines belonging to the one telephone area. Each will tend to have its own coordinated transport system and its own town-planning authority, providing zones of open country between layers of built-up townland. There will be a movement for establishing in each case one powerful authority for local government, to which the dozens of small authorities now treading on one another's toes will be subordinate. An elected governing body exercising authority over one of the seven conurbations of Great Britain would draw to itself local patriotism and prestige, and would be able to take over many duties now discharged by Parliament. Parliament would be left free for larger tasks, and the machinery of national government would work more smoothly. Thus a study of census figures shows how Britain is shaping itself, and how reformers may get to work to anticipate changed conditions.

Struck by a rock flung by a dynamite charge in quarrying operations yesterday near Kun Chun Market, adjoining Jordan Road, a quarryman, named Cheun Sam, employed by the Pooching firm of building contractors, was removed to the Kwong Wah Hospital. His condition is not regarded as serious.

DAY BY DAY

WE SEE BUT ONE SIDE OF OUR NEIGHBOUR, AS WE SEE BUT ONE SIDE OF THE MOON; IN EITHER CASE THERE IS ALSO A DARK HALF, WHICH IS UNKNOWN TO US. WE ALL COME DOWN TO DINNER, BUT EACH HAS A ROOM TO HIMSELF.—Walter Bagehot.

His Excellency the Governor has appointed Mr. M. J. Breen to be Postmaster General.

At Tuesday's meeting of the Rotary Club, Rotarian J. L. McPherson will speak on "The World-wide Y."

It is notified that the names of Liang Kwong Motor Bus Co., Ltd., and the Kwong Hing Co., Ltd., have been struck off the Register.

Mr. N. S. Beale, Managing Director of the General Electric Co. of China, Ltd., arrived here on a business trip by the s.s. President Taft.

Mr. N. T. de Oliveira, the Brazilian Vice-Consul, at Shanghai has arrived in Hongkong to assume the temporary post of Vice-Consul of Brazil in Hongkong.

An American Tournament (Mixed Doubles) is being played to-morrow on the hard courts at the Kowloon Football Club. The tournament opens at 10.30 a.m.

His Majesty the King has approved the appointment of the Hon. Sir Henry Pollock, K.C., to be an Unofficial Member of the Legislative Council for a further period of four years.

His Excellency the Governor has appointed Mr. S. H. Ross to act as a Member of the Court of the University of Hongkong, during the absence on leave of Mr. J. Hennessey Seth.

His Excellency the Governor has appointed the Hon. Mr. Ts'o Seen-wan, O.B.E., LL.D., and the Rev. Frank Short as Members of the Board of Education for a further period of two years.

It is notified that at the expiration of three months, the Hongkong North-East Ferry Company, Limited, will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

Observatory returns for March show that the average mean temperature was 62; the highest being 75.2 and the lowest 46.8. There were 131.7 hours of sunshine and 2.20 inches of rain, while the average humidity was 75.

Chu Wai-nan, a native of Kiangsi, aged 55, and in destitute circumstances, attempted suicide yesterday by throwing himself into the harbour from the Po Tack Wharf. He was picked out by boatmen and taken to the Government Civil Hospital.

While playing with other children at Po Hing Fong, near Blake Gardens, Lai Yung-hung, aged 12, living with his parents at 171, Queen's Road West, accidentally fell from the top of a retaining wall. He dropped on his head, and was conveyed to hospital suffering from concussion to the brain.

The action brought by Messrs. Plaguet and Company in the Supreme Court against Messrs. Compagnie Optorg, claiming \$3,105 as damages for alleged breach of contract, concluded yesterday before the Chief Justice (Sir Joseph Kemp). His Lordship decided in favour of the defendants, holding that the plaintiffs had failed to establish the existence of a contract.

Bulls and Inners

From the Office Butts.

A contemporary, in publishing London press comment on the Budget, adds that Wellington's Public Safety Conservation Bill arrangement.

On one of America's famous beach resorts the head lifeguard is paid \$200 a week. He ought to be able to give off that.

The worst thing about emergency taxes is that they don't always and when the emergency does.

The lady who went into a trance when she heard that she had lost a libel action, probably woke up when the bill for costs was presented.

Trying to keep young worries many a man in Hongkong. Especially if they're twinal.

There are, we read, no direct descendants of George Washington living. This may explain why truth is at such a discount nowadays.

Some of these crooks must have a shady family tree.

"Now we shan't belong," as the would-be Club members exclaimed when they were black-balled.

With the beer-tax still on in England, it looks as if the people will have to drink themselves into prosperity.

The rate-payers' S.O.S. in Hongkong is based on "Same Old Spend-ing."

"Fresh air is by no means taken in by the nose," asserts Mr. Laneport. Enough to make any lad annoyed!

If music be the food of love, Feed on Macduff, my boy! From rhapsody to "Fluttering Dove," Your food you must enjoy. 'Tis true "Allegro" would insist, Your food should be unusual; A bill of fare of Brahms or Liszt, He gives for your persual. Now should you not enjoy his chow, You'll earn his castigation; The prefix "high" won't fit your brow.

If you choose synecopation, If all the world were bread and cheese, Fastidiousness might vanish, But while it varies like the breeze, Our natures must be clannish, Perhaps "Allegro" likes boiled snail, To nourish his mere matter; While I prefer, on toast, a quail, Or fillet baked in batter!

—CYN.

A local advertisement offered a fur coat cheap for quick sale. Doubtless a duck of a model.

A distinguished old one-legged colonel! Once started to edit a colonel; But soon, quite disgusted, Gave up—he was busted, And said "This expense is infolone!"

In the olden days, restaurants gave a bottle of wine with every dinner. Nowadays, the customer is lucky if he gets a little food with the jazz.

A man was recently refused admission to the United States because he was too dirty. Making the banishment fit the crime.

An Ohio man who can speak six languages recently married a woman who can speak three. That's extraordinarily good handicapping.

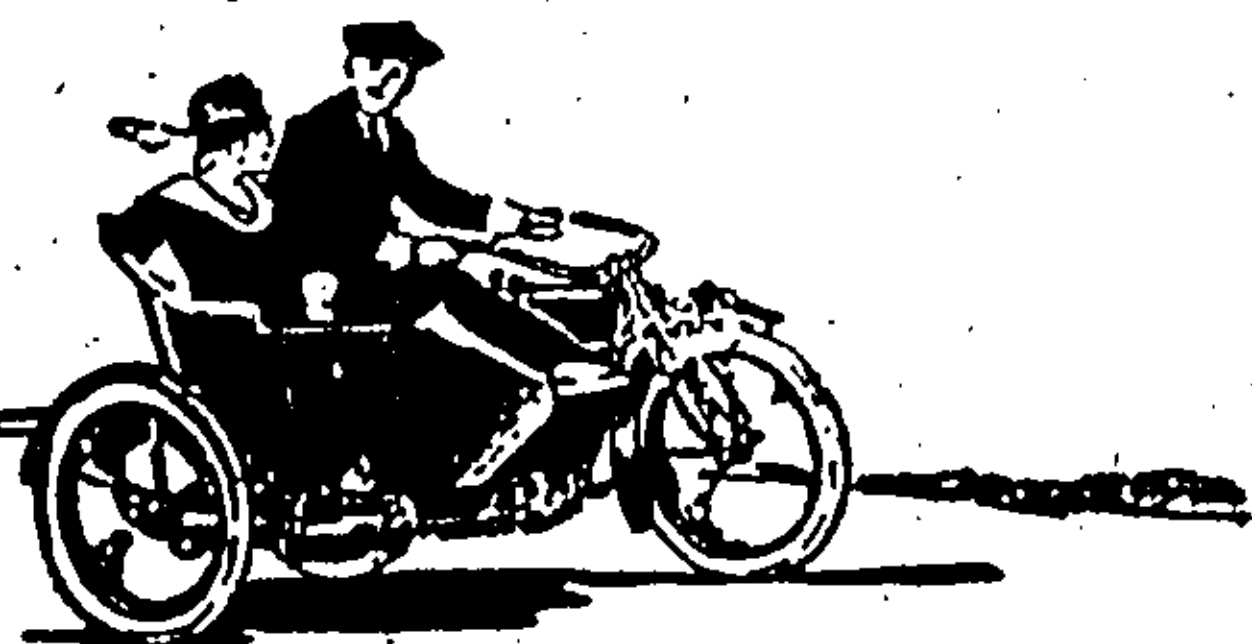
It seems that the League of Nations works best at stopping wars when there ain't any.

She was just temperamental—90 per cent. temper and 10 per cent. mental.

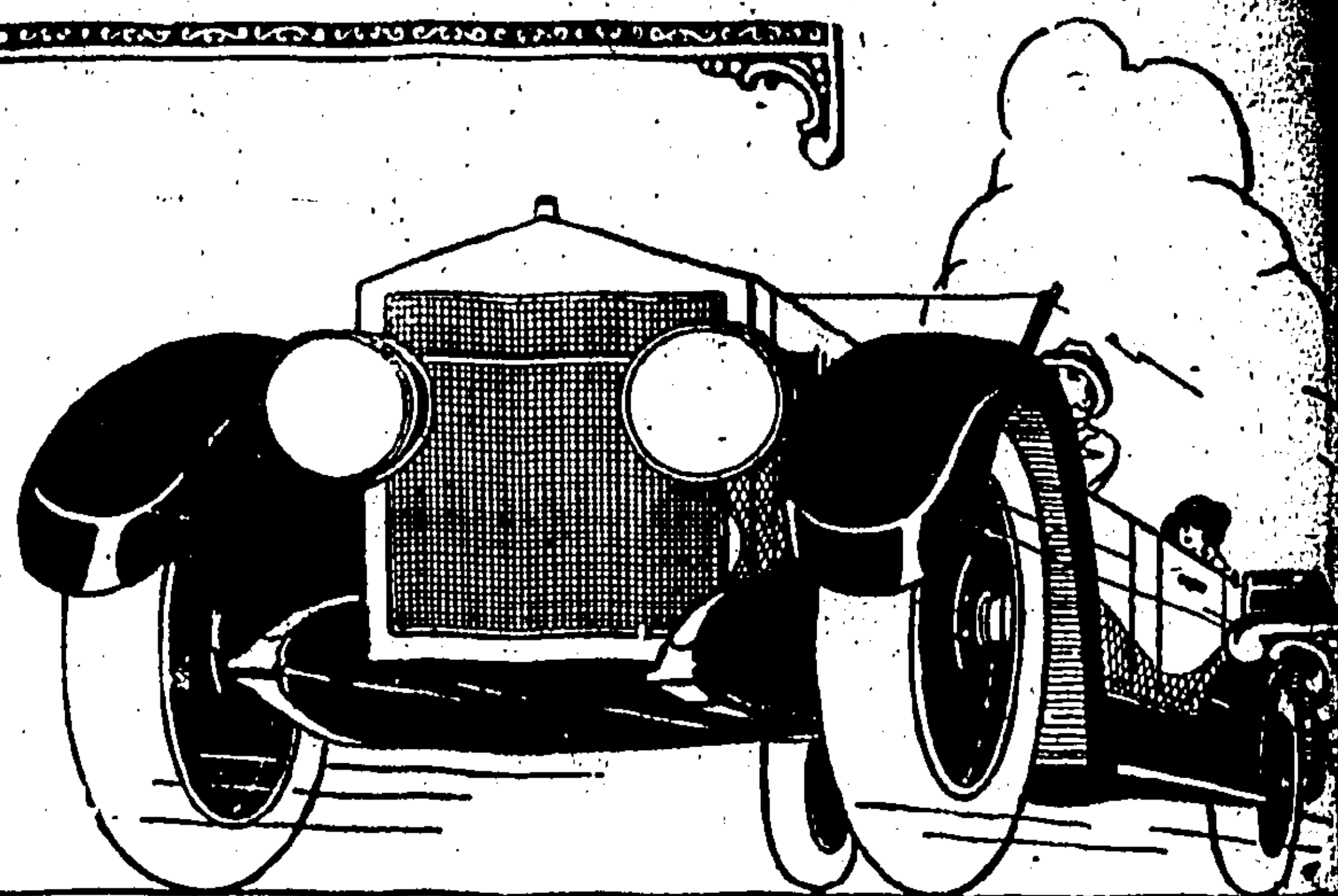


"If they come for the rent just look dumb and say it must have slipped my mind."

MOTORIZING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH
SATURDAY 23rd APRIL, 1932.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION



PROBLEM OVER-COME.

A Morris That Flew.

The Morris subsidiary company in Australia—Morris (New South Wales), Ltd., of Sydney—recently received an order for a Morris-Cowley touring model to be delivered to the New Guinea goldfields. The latter are situated on a mountain-ringed plateau, quite inaccessible for motorcars from surrounding districts, and furthermore, the Morris-Cowley was too heavy for cartage by black porters.

The Morris representatives were not to be thwarted, however. The car was shipped to Salamaua, the goldfields port, in three sections, and thence transported by aeroplane over the mountains some 60 miles to its final destination, for assembly. Body and engine were carried inside the plane while the chassis was affixed to the exterior of the fuselage.

While the Pedestrians' Association insists that walkers are becoming increasingly careful in crossing streets, a Sunderland coroner says the pedestrian is a menace to the roads inasmuch as he will not take precautions.

CURRENT COMMENT

A Death Trap.

From the Cathedral Compound to the Peak Tram Station, especially the corner by the Volunteer headquarters, is a particularly dangerous stretch for pedestrians, mainly on account of the fact that there is no footpath on the side of the road ascending the hill. On Monday evening last, a well-known resident narrowly escaped disaster when about to cross the road opposite the H.K.V.D.C. Building. The annoying aspect was that the traffic constable on duty actually signalled the "all clear" to a car turning from Lower Albert Road into Garden Road, although the exercise of simple intelligence must have told him that the immediate track of the car when clear of the corner was obstructed by a pedestrian. Of course, it may be argued that the pedestrian should also watch the constable's hand, but at the same time, it is surely the duty of traffic police to give protection to all road users by giving adequate warning. Assuming that the pedestrian was proceeding absently, the constable should signal the car driver of the danger, rather than give him the signal to proceed. In this particular case, the horn was not sounded, undoubtedly because the driver accepted the instruction of the constable. Fortunately the subject in question realised his danger in a flash, and taking a hurried leap to the side, saved himself. With witnesses who saw the constable's signal, it would have been difficult to hold the driver of the car responsible had an accident occurred, and we do urge that special instructions on this point should be given to those who direct traffic.

The Remedy?

It should not be difficult to discover a remedy for this state of affairs. It has recently been suggested to us that a footpath along the side of the road by the Compound would not solve the problem, although that view. There is ample space to take in a few feet of the Cathedral property for a footpath, the end of which would be just by the Volunteer Building. If such an improvement could be effected, a notice board should

then be erected instructing pedestrians not to cross the street without the signal from the constable on duty, who would hold up all motor traffic when necessary in order to permit pedestrians to cross. There is nothing very difficult in this suggestion, in fact, it is based on the most elementary system practised in almost every city where there is considerable vehicular traffic. Failing this, a notice board should be erected near the exit to Garden Road from the Cathedral Compound bearing the instruction "LOOK OUT FOR TRAFFIC! CROSS THE STREET HERE!" By so doing, people would be debarred from crossing over on a blind corner which, sooner or later, will be the scene of a serious accident.

A New Car.

Local motorists will be interested to learn that the makers of the famous Studebaker automobiles have built a new passenger vehicle to compete in the lower price field, and that the first shipment will arrive in Hongkong in the near future. Studebaker has gained a splendid reputation throughout the world, and Hongkong has reason to appreciate the reason for such reputation. It has been said, and rightly so, that the supreme test of an automobile is how it stands up to public hire service, and the fact that there are numbers of Studebakers which have recorded well over the "first hundred thousand" miles over the hills of the Colony, in public service, in all weathers, and are still "going strong," eloquently bears out the claim made by the manufacturers. The new car is sure to command a wide sale, and although we are as yet unacquainted with the price, we are assured that it will be a revelation. It is named the "Rockne Six."

A POPULAR CAR.

Changes in the Chevrolet.

STANDARD FISHER BODY STYLES OFFERED

The Chevrolet appears with more extensive changes in design than any annual Chevrolet model since the car was changed from four to six cylinders in 1928. It is offered in 12 standard Fisher body styles, three open and nine closed. In addition, eight models are available with de luxe equipment.

Improvements in the 1932 line over last year's models include down-draught carburetion, counterbalanced crankshaft, smaller wheels and larger tyres, radically changed front and appearance, "finger touch" front seat adjustment, hood doors instead of louvres, improved clutch and an additional cross member in the frame.

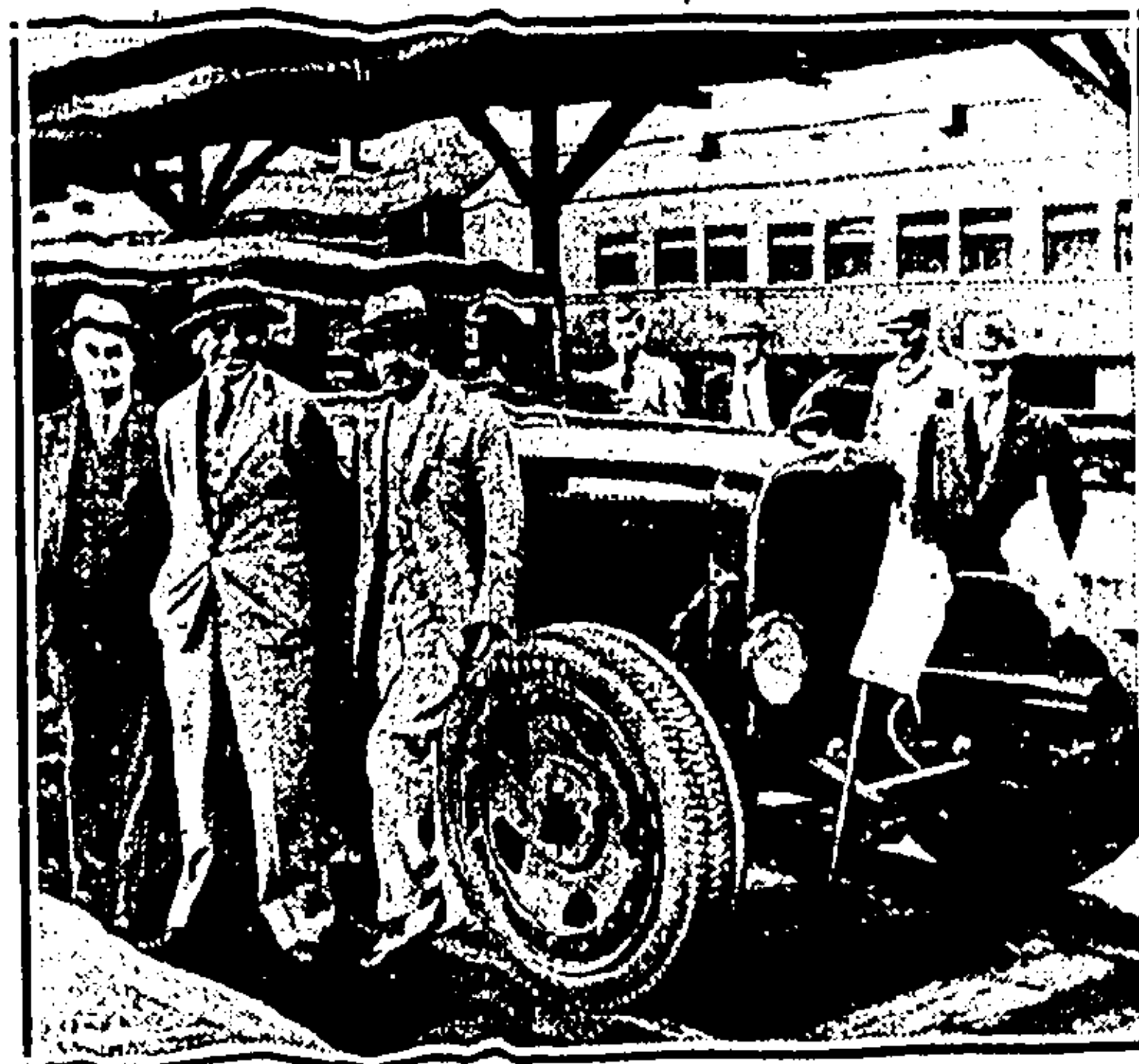
Of the mechanical changes, the most important is the new transmission unit, which combines synchromesh with simplified free wheeling as standard equipment.

The most striking change in exterior appearance is the new front end, which has been completely redesigned. The new "stabilised" front end mounting is an important feature of the new car. In conventional mounting, the radiator, fenders and head lamps are supported from the sides of the frame. In the new Chevrolet the fenders, radiator and head lamps are carried on a single fender support unit, which is anchored to the centre of the front cross member of the frame. This pivotal anchorage enables the front end to sway with the body as a unit, thus reducing the weave.

The 60 horsepower, overhead valve, six-cylinder engine is smoother, quieter and more powerful. The engine block is stiffened and strengthened by additional ribs and more metal at points of stress.

An ingenious automatic device enables the driver to forget about the free-wheeling control when

RAILWAY-AUTO IN RECORD RUN.



It's only six hours and 18 minutes by railroad-automobile from Miami, Fla. northward to Jacksonville. That's 42 minutes better than the best previous rail time. And here you see the pneumatic-tyred car, gauged to regular tracks, that performed the record run. Left to right, in the foreground, are G. H. Hurley, division superintendent of the Seaboard Railway; H. Gold, of West Palm Beach, train master, and Clifford D. Smith, engineer.

IN THE LEAD.

Austin Cars in Ceylon.

Motor registration in Ceylon for 1931 show Austin cars leading all other makes.

Austins account for 1,712, their nearest competitors being Chevrolet, 1,702; Ford, 1,211; Morris, 1,007.

One car out of every five registered in Ceylon during 1931 was an Austin.

shifting into reverse. Merely shifting the hand lever causes the reverse fork to move the clutch sleeve toward the rear, engaging both driving and driven members and providing positive drive in reverse. When the hand lever is again moved into a forward speed the clutch sleeve is released automatically into its former free-wheeling position. This feature relieves the driver of having to remember to shift into the conventional position before going into reverse and of having to shift into the coasting position again before changing to a forward speed.

In the United States, 20,000 motorbuses are used in the transportation of school children in rural areas.

SIX-WHEELERS.

Thornycroft Vehicles for Overseas Railways.

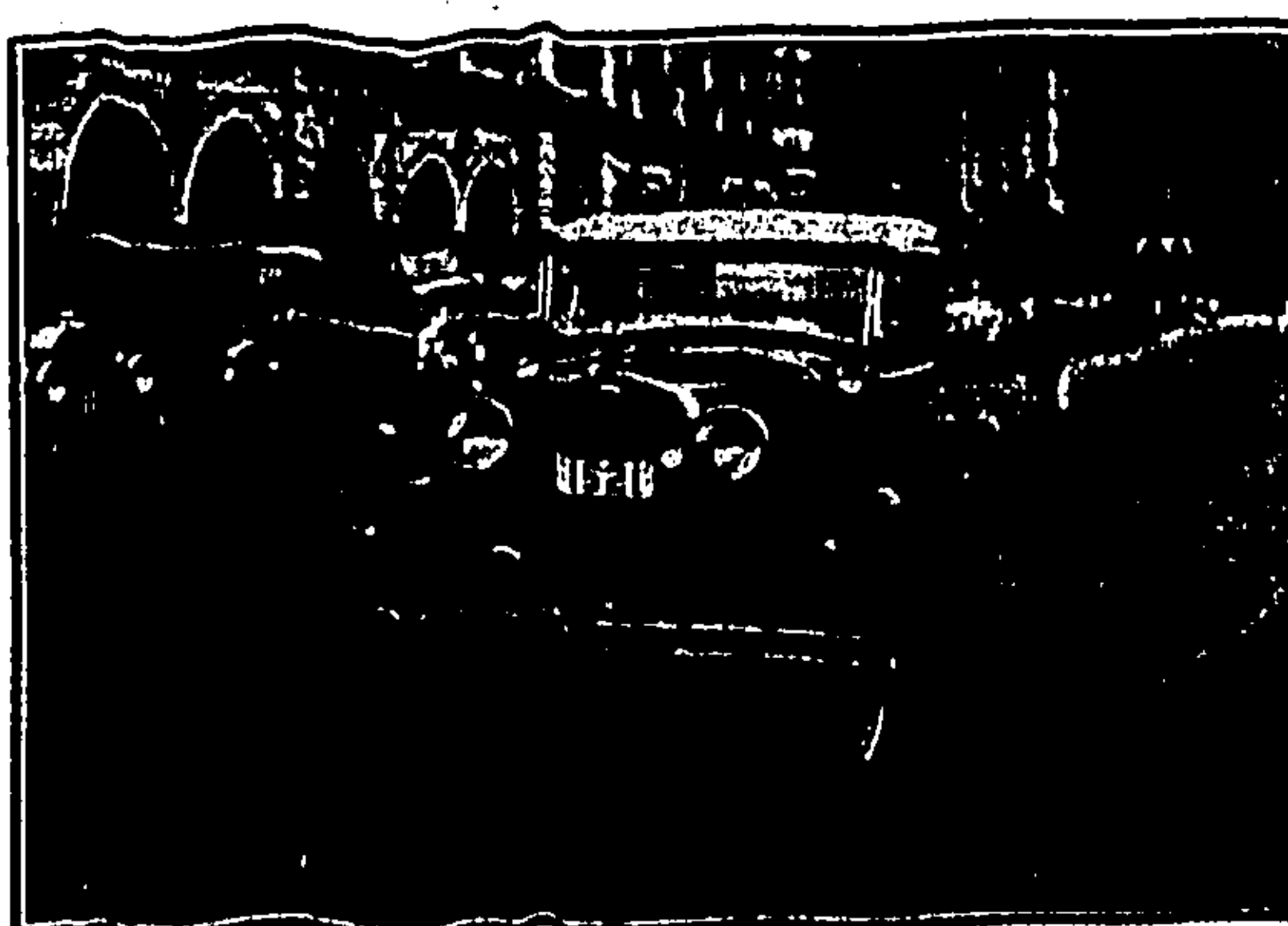
One of the last orders received by John I. Thornycroft & Co. Limited, before the close of 1931, was one from the Lourenco Marques Government Railways for Thornycroft six-ton rigid six-wheelers.

More important than the value of the order was its encouraging indication of the buying revival by overseas railways of British motor vehicles, which there are immense possibilities for the operation of these in conjunction with their railway services.

The outstanding example is that of the Union Government Railways of South Africa which after successful experiments in 1924 with Thornycroft motor vehicles, have gradually acquired a fleet of over 400 of these which now run regular services beyond their railways covering approximately 12,000 miles annually, which is very nearly equal to that of their railway system.

In South America there is immense scope for similar services, and several of the important railways there have commenced operating Thornycroft motor vehicles with much success, but the prevailing depression which is also keenly felt throughout South America, has retarded development, which it is confidently expected will continue when better conditions return.

THIS WEEK'S LUCKY MOTORIST.



A free supply of Texaco Motor Oil awaits the owner of the above car (No. 1521) upon application to the Office of The Texas Company (China) Ltd.

CARS CYCLES REPAIRS—OVERHAULS

We Specialise in Repairing, Tuning and Overhauling Motor Cars and Motor Cycles.

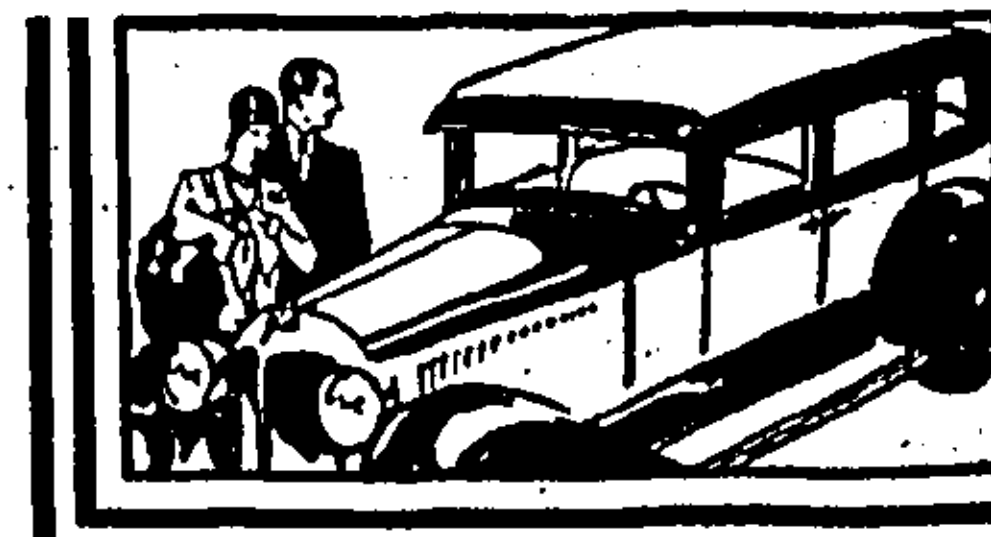
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CHARGES WORK

BRING YOUR CAR TO US NEXT TIME.

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50,000
MILES...
and still
looks
new



Here's the secret

To keep your car looking new as long as you drive it—Simoniz! The hard, bright Simoniz surface gives unyielding protection and makes the finish last longer.

The famous Simoniz Kleener makes cars look new again. Then Simoniz guards that new beauty through every kind of weather.

SIMONIZ

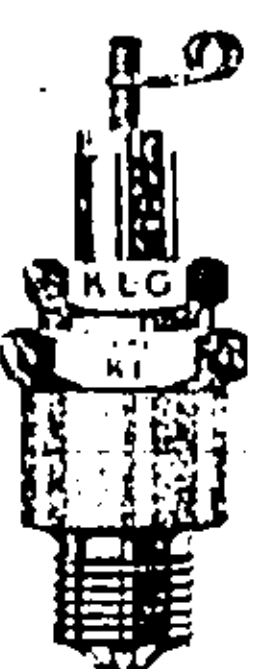
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THE SIMONIZ COMPANY - CHICAGO, U. S. A.

Obtainable from all Dealers—

HONGKONG MOTOR ACCESSORY CO.

Sole Distributors: Bank of Canton Building—

RECOGNISED AS
THE WORLD'S
FINEST PLUGS.



The
New
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Obtainable from all Dealers
at \$2.20 each.

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**GARDNER
ENGINES**

FOR ALL PURPOSES.

Dodwell & Co., Ltd.

Hongkong (Agents) Shanghai

Our Policy includes:—

Expert European advice and assistance,
Supervision during erection, Training
customers' engineers. Overhauls and
Surveys. Maintenance Contracts and
General Service. Spares carried.

VAUXHALL

The firm bearing this famous name has turned its attention to Britain's Colonies and has produced an Overseas Model that is a success worthy of the tradition in which it is built.

Every demand made by motoring conditions here has been considered.
Your desire for refinement has been most adequately anticipated.

A car of undisputed modern engineering excellence, and a delight to drive.

THE
V "Cadet" X

A trial run will afford convincing testimony.

HONGKONG HOTEL GARAGE.

(HONGKONG & SHANGHAI HOTEL, LTD.)

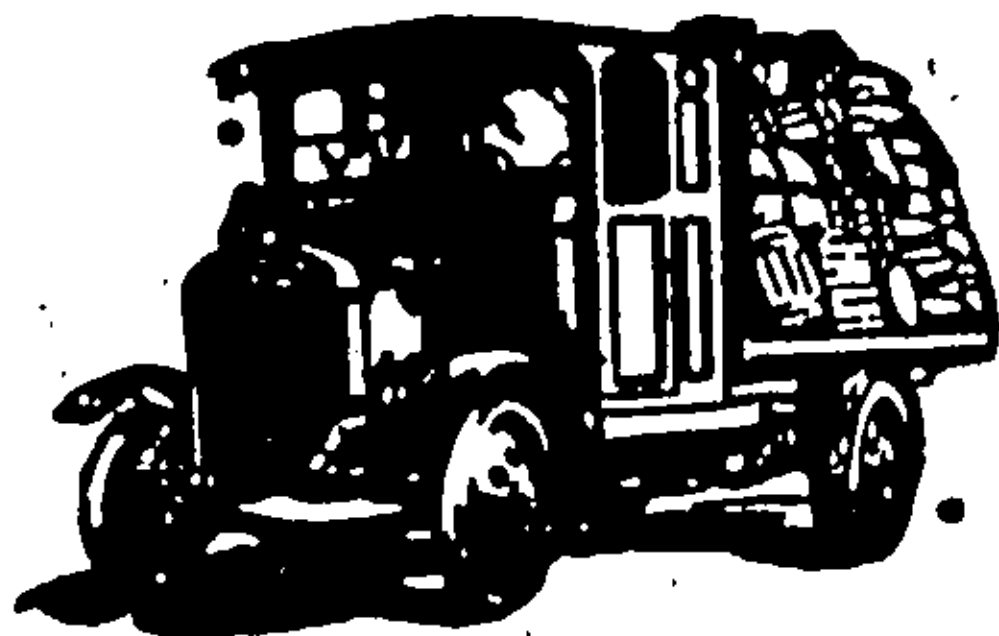
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DEAL DIRECT.

THORNYCROFT

SIX-CYLINDERED
COACHES & OMNIBUSES
MOTOR VEHICLES

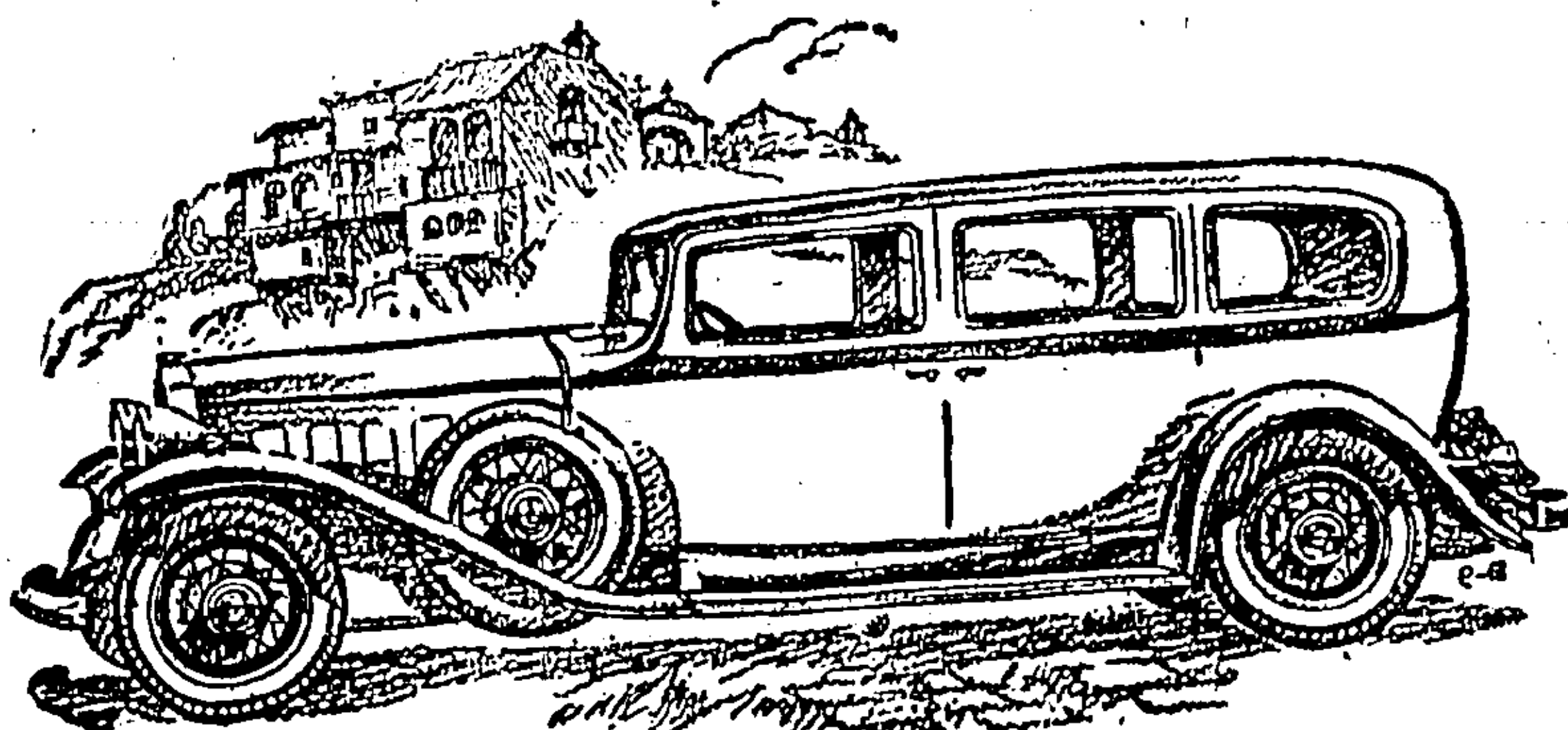
Pioneer Manufacturers of Commercial Motor Vehicles



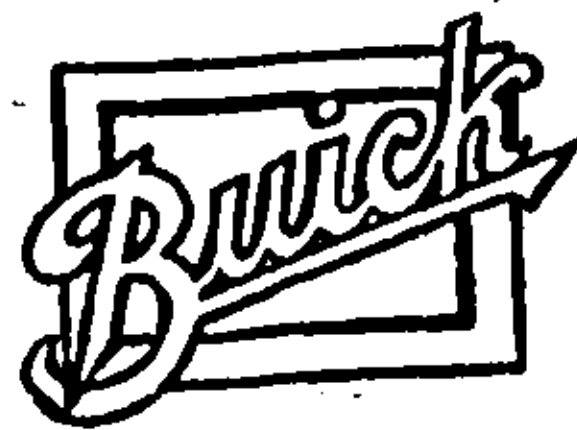
4 or 6 Wheels
4 or 6 Cylinders
30 Cwt. to 10 Ton Loads
20 to 70 Passengers

JOHN I. THORNYCROFT & CO., LIMITED
Pioneer Building, Nathan Road, Kowloon.
TEL. 56752.

TRUST A THORNYCROFT WITH YOUR TRANSPORT



BEAUTY—PERFORMANCE—LEADERSHIP
COMFORT AND CONVENIENCE.



Motorists the world over have long looked to Buick for the new and better thing in motor cars. And Buick has repaid this confidence year after year. But never quite so dramatically and decisively as in the 1932 Buicks. Four Brilliant Eights in twenty-six models—Newly-styled, Beautified bodies by Fisher—The Wizard Control, resulting from the Automatic Clutch, Advanced Free Wheeling and Silent Second Syncro-Mesh Transmission—New Valve-in-Head Straight-Eight Engine—New Ride Regulator—and many important improvements.

THE
WIZARD
CONTROL

THE DRAGON MOTOR CAR CO., LTD.

Telephone 30228.

33, Wong Nei Chung Road.

Happy Valley.

RUNNING-IN IS WORTH DOING.

Nursing Newly-Bought Motor Vehicle.

ADVICE TO OWNER DRIVERS.

No piece of mechanism works so well when brand new as it does when it has been running for some considerable time; this discrepancy is particularly noticeable in the case of a car. No matter how carefully the various working surfaces are finished, nor how accurately they may be put together, they cannot achieve really free running until the car has been driven for quite a considerable mileage. The period usually allotted to what is known as "running-in" is about 500 miles, but in actual fact it pays to continue the nursing process until double this distance has been covered.

Difference to Durability and Smoothness.

A point which many owner-drivers fail to realise is that the full benefits derived from running-in a new car with care are not made manifest until it has covered 10,000 miles or so. At this stage an engine which has been treated carefully will be commencing to give trouble in various directions, notably by consuming more oil than seems reasonable, while one which was driven with circumspection early in its life will be running as well as ever. Furthermore, there is usually quite a big difference in the smoothness and quietness with which an engine runs after 10,000 miles, according to whether or not it was treated properly at the beginning.

During the process of running-in, what actually happens is that all the working surfaces gradually become polished to a mirror-like finish, tiny excrescences left when they were machined being rubbed off one against the other. Simultaneously, the surfaces of the soft white-metal bearings used to carry the crankshaft and also to line the big-ends of the connecting rods become consolidated by pressure, just as a gravel road can be squeezed and smoothed by a heavy roller. In the end the pistons and bearings which worked so stiffly at the commencement will run quite freely, so reducing friction to a minimum. At the same time, the surfaces will be in a proper condition to work for long periods without undue wear.

The reason that care must be taken when driving a new car is that until these various effects upon the bearing surfaces are produced their stiffness renders them particularly susceptible to damage from overloading or overspeeding. A little thought will show clearly that the amount of heat generated in a stiff bearing depends both upon the load pressing the surfaces together and the speed at which rubbing takes place.

Simple Instruction for Handling New Cars.

Bearing these points in mind, it is quite easy to deduce the rules which should govern a driver when handling a brand-new car. In the first place, he must at all costs limit his speed to a reasonable figure; for most cars this will be, at first, 30 m.p.h. on top and, perhaps, 20 m.p.h. on the next indirect gear. He must also avoid full-throttle hillclimbing; for example, if a fairly steep gradient is being tackled it is better to climb it at 15-20 m.p.h. on "third," using half throttle, than at a similar speed on "top" using full throttle with the engine labouring heavily.

As the mileage increases it is permissible gradually to augment the load imposed upon the engine; indeed, if one does not do so, running-in may take an interminable time. Thus, after 250 miles or so one can raise the top gear speed to 35 m.p.h. and can indulge in occasional bursts up to 40 m.p.h. Even higher speeds will do no harm so long as they are not maintained for more than, say, half-a-minute at a time. This gradual increase in loading can be carried on as the miles build up, the aim being that eventually, when a distance of 1,000 miles has been covered, the car is capable of being used quite freely.

It will be seen that this procedure forms a sharp contrast to the erroneous method so often pursued in which the owner scrupulously avoids exceeding 20 m.p.h. for 500 miles and then suddenly commences to use his car as though it were fully run in. The probability is that even this period of running at such a low speed will not have freed the working parts to any important extent, so that the trouble taken is largely wasted.

Analyse Running-in of the Transmission.

Before concluding, it is worth noting that, although these remarks have been applied mainly to the engine, there are many other bearings throughout the car which benefit from care in running-in. Thus, any rough places will be gradually removed from the gears and shafts in the gearbox and back axle, until the whole mechanism works smoothly. A certain amount of abrasion must naturally occur, so that it is a very good plan to drain the oil from the engine,

gearbox, and back axle at the end of 1,000 miles, then having these important components flushed out before refilling them with fresh,

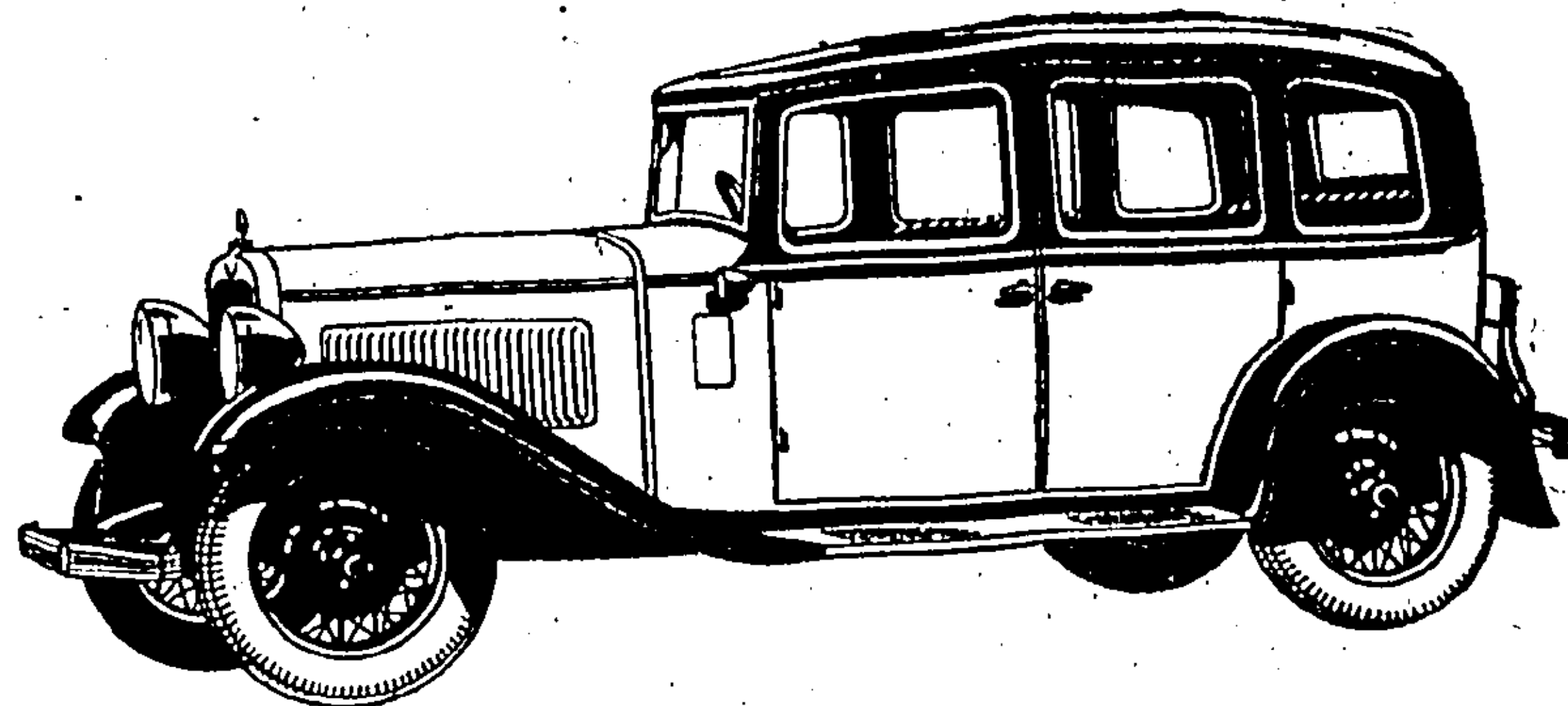
clean lubricant. As gearbox and axle oils are usually thick and intractable it is a good plan to tackle the draining of these components just after a long run when the lubricant is thin.

Finally, the use of an upper cylinder lubricant must be mentioned, as this is especially valuable during the running-in period when the pistons are tight and the new bearings are not throwing much oil up into the cylinders. Entering the engine by way of the

inlet valve, such lubricants go directly to the working surfaces of the cylinder bores. In any case it must be remembered that to secure a reasonably free circulation of oil before setting forth in the morning the engine should be allowed to warm up for some time—at least five minutes in cold weather.

At the end of 1930 there were 1,239,888 motor vehicles registered in the Dominion of Canada, or one for every eight persons.

THE "TWELVE-SIX" STANDARD SALOON



ONE IN FOUR

EVERY FOURTH NEW CAR SOLD IN GREAT BRITAIN
DURING THE LAST TRADING YEAR
ENDING JULY 31st WAS AN

"AUSTIN"

What is the reason for the obvious and overwhelming popularity of Austin Cars? Arrange for a demonstration and prove for yourself the excellent quality of materials and workmanship, the pleasing lines and appearance of the coachwork, but above all the value for money offered in the attractive range of 1932 models now available.

ALEX ROSS & CO (China), LTD.
PRINCE'S BUILDING & KOWLOON GARAGE.

522 FIAT

THE NEW 6 CYLINDER

HAS ARRIVED AND IS SELLING AT A REMARKABLY LOW PRICE.

Most brilliant on hills and in acceleration thanks to generous engine power and limited weight.

...Hydraulic brakes

...Silent third

...Speed over 62 miles per hour

...Low slung frame

...New body lines

Each car equipped as follows without extra charge—Wire wheels—two spare wheels and tyres—eather upholstery—safety glass—special lights on mudguards—stoplight, driving mirror and windscreen wiper.

ARRANGE AN EARLY DEMONSTRATION!

AGENTS:

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For Service:
FIAT GARAGE:
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MOTOR NOTES FROM GREAT BRITAIN.

Special Report to the Hongkong Telegraph by "H. A. C."

Figures That Talk

Although the world depression has naturally affected the export position, the percentage of the markets filled by British vehicles has improved. Thus, in South Africa the percentage of vehicle business done has increased from about 7 per cent. in 1928 to 24.8 per cent. In December last, the actual sales of British cars in 1931, showing an increase of over 30 per cent. above the previous year. The percentage of British cars imported into Australia for the first 10 months of last year was 49 per cent. as compared with 17 per cent. in the full year of 1930. Then again, New Zealand took 2,414 cars from Britain last year, while its nearest competitor was responsible for

only 475. All of which is extremely encouraging for the future of the industry.

Furthermore, individual factories are reporting still greater progress. The Standard Co., for instance, exceeded their previous export sales record in January by 20 per cent. while their total sales for that month were 6 per cent. above the previous record month in the history of the company and just 156 per cent. above the sales for January 1931.

The present output of the factory is 100 cars a day.

"Inside Information."

Some of the "exclusive" factory methods adopted by various firms make an interesting study. One very well known concern, for

example, carries out its final tests of braking, acceleration, steering and suspension on a track inside the works; the circuit measures only 150 yds. in length and occupies two bays of the main erecting shop. Following upon a lengthy road test and subsequent adjustments, it only takes a few laps of this track for the tester to discern whether or no everything is correct before the car is ready for actual delivery. Acceleration and braking are usually checked by short bursts of speed and sudden stops, while steering and suspension are tested by quick swerves and high speed cornering.

At the Triplex factory at Birmingham, one of the secrets lies in the pressure to which the glass is subjected in the presses. Each piece receives the material in three pieces—glass, celluloid, glass—and converts them into the one inseparable piece of Triplex. Each piece is fitted with a dial and this must record a pressure of, say, "40," for a certain period. The interesting point is that on one, except the experts, knows exactly what the figure "40" indicates.

David and Goliath.

The development of the modern 3-wheeler for commercial purposes is likely to attract considerable attention Overseas as well as at home, for there is wide scope for these handy and economical vehicles, particularly in urban areas. Reliability and ease of maintenance are among the advantages of this class, which should have a bright future.

The new Fleet carrier, with its backed by the Ariel organisation, is a good example. It will carry half a ton, as well as a driver and mate, affording weather protection to both and will operate on less than a penny a mile. The body has 60 cub. ft. capacity and the 5 h.p. air-cooled engine is fitted with a turbo-fan so that the machine can be left at a standstill with the engine running without fear of over-heating.

From this example of the lightest of land carriers it is intriguing to turn to what is said to be the world's largest lorry, which at the time of writing is performing an outstanding feat.

This is no less than the transport of the rudder of the liner "Berengaria" from Southampton to Darlington, where it is to be repaired—a distance of 316 miles. The rudder is 41 ft. long and has an overall width of 17 ft. and, in view of the rapid road and controversy now in full blast, it is worth noting that such a load could not be transported by rail at all. In other words it would be necessary for the ship itself to take the rudder to the place of repair.

There is sleeping accommodation for the crew on this giant 100-ton Scammell and a non-stop journey is being made at an average speed of 5 m.p.h.

Where Road Transport Scores.

An operator who guarantees the fish merchants whom he serves that he will make up the difference in prices the fish realise should it miss the early market must have implicit faith in his transport vehicles.

About a year ago a director of one of the largest firms of fish merchants in the North of England conceived the idea of organising a motor transport service to deal with his surplus traffic. By experiment he discovered that it was possible for a vehicle to load up to 10 o'clock at night and still to arrive in time for the opening of the inland fish markets at 6 o'clock the following morning. A saving in freight charges was effected, with the additional advantage of delivering the fish direct from the trawler to the market.

An A.E.C. oil-engined Mammoth was accordingly placed on the service and, after some 35,000 miles, is to be supplemented with another machine, so well has the original proved its reliability under very strenuous conditions.

The Trend in Bus Design.

Increasing export business to Spain is reported by Leyland Motors who are supplying the first double-decked bus to the Republic. This vehicle is one of the latest Titan models and has a 6-cylinder overhead valve engine rated at 38.4 h.p., and capable of developing over 100 b.h.p. at 2,000 r.p.m. The engine is mounted on three-point suspension and has a 7-bearing crankshaft.

Among many interesting chassis features are a full-floating rear axle, a still-tube-type radiator, vacuum-assisted 4-wheel brakes and Marles steering.

In the latest Thornycroft bus chassis, the transmission drive is

HELP WANTED.

Tax Reform Campaign.

STRANGLEHOLD ON CAR INDUSTRY.

After more than a year of relatively slack sales, the British car industry feels that Government action is essential to trade advancement.

Manufacturers claim that the horse-power tax, compared with other methods of revenue raising—such as taxes on cubic capacity, tyres, wheels, number of seats, seating area, gross value, and wheelbase—is a barrier to motor development.

Take, for example, the six and eight cylinder engines—one, the most popular type to-day; the other, possibly the most popular type of the future. A six or eight cylinder car under the R. A. C. formula has to pay a higher tax than a four-cylinder engine of the same cubic capacity because the dimensions of a cylinder are taken into account.

Tax Anomalies.

Thus, a four-cylinder of 1,600 c.c. and a six-cylinder of 1,250 c.c. pay the same tax—approximately £12. As the size goes up the more progressive the design, the more the British buyer pays under the horse-power tax. A 2,200 c.c. four-cylinder car would pay about £16; a six-cylinder of approximately 2,300 c.c. has to pay £18, and an eight-cylinder of 2,300 c.c. £20.

The demand of the industry is that the British designer must be freed from the horse-power tax if British cars are to take their rightful place in world sales. There are two alternative taxation proposals: one a tax on the capacity of the cylinders (incorporating stroke as well as bore of engine), the other a system of taxation by weight. This second proposal, as the *New Chronicle* has already announced, is being pushed forward in Government circles and has a good chance of success.

Other Nations.

Both as regards the amount and the method of motor taxation Britain is outstanding among the nations. Recent figures show that British motorists are paying a total average year's tax per head of £24, against a total average of £10 in France, £15 in Italy and £13 in Germany. The majority of cars in Britain to-day are used for trade or professional purposes. The average car is of 12 h.p. This means that the owner pays £12 in h.p. tax and approximately £12 in petrol duty, out of which only a minute fraction goes to benefit the roads.

offset more than usual drive is centre line; this allows a lower entrance and overall height, while the widely spaced frame members permit the road springs to be set further apart than usual, giving increased riding comfort. The patented form of spring mounting by which the leaves are boxed together is another outstanding item.

Instead of the usual tubular form of axle casing, this is of rectangular section, carrying a hollow differential shaft of 3½ in. diameter and 100 ton air hardened steel, which Thornycroft claim to be the largest, lightest and strongest yet made for bus service.

A Transmission Problem Solved.

A new propeller shaft, complete with universal joints and embodying a number of novel and highly practical features, has recently been placed on the market by Ranges, Sims & Jefferies, the trolley bus manufacturers. Its development is the outcome of 4 years' study by Mr. F. A. Garrett, chief mechanical engineer to the company.

The requirements were for a transmission shaft suitable for particularly heavy duty, such as that encountered on 6-wheel trolley buses and petrol vehicles, and which would work satisfactorily for long periods at relatively large angles in the region of 10 to 12 degrees. Common troubles are vibration and noise due to rapid wear resulting from the very high pressures and the difficulty of maintaining efficient lubrication between the working surfaces, especially where the motion is purely oscillatory, whilst at the splined portions of a shaft it is not usual to provide for lubrication.

These new shafts have been tested under most strenuous conditions for about two years and have proved entirely satisfactory. "The Commercial Motor" recently examined one which had been running continuously for over 100,000 miles and described the wear on the keys as confined practically to a polishing effect. Further, it found the freedom of movement permitted exceptional and the fact that the wearing parts are constantly oiled an invaluable feature.

MORRIS ISIS FEATURES.

By W. M. W. Thomas—at one time holder of several world speed records.

The advanced design of the six-cylinder over-head-valve power unit of the Morris Isis Six, which is of exceptionally robust construction, gives the car a performance of the type generally associated only with models of considerably greater horse-power rating while such important items as its completely machined combustion chambers, connecting rods and crankshaft, ensure a smoothness of running at all speeds well above the normal. This combination of careful design and workmanship has resulted in a power-unit possessing the important features of economy, high performance and reliability to an outstanding degree. As an example one can quote the fact that the Isis is capable of an average petrol consumption of 22 m.p.g., a maximum speed of 65 m.p.h., and needs decarbonising attention under normal conditions only at intervals of 10,000 miles.

Attention must be drawn to the ease with which adjustments can be carried out on the engine, on the few occasions when this becomes necessary, by reason of the special driving of the overhead camshaft, which obviates the necessity for detaching the drive chain or disturbing the timing when the cylinder head is removed, together with the accessible position of all accessories; the distributor, oil pump and water pump in particular.

The power unit incorporates an ingenious feature in the form of a combined air cleaner and crankcase fume consumer, which definitely prevents unpleasant fumes from invading the interior of the car.

The great depth of the chassis members should reassure the prospective owner of the ability of the car to withstand sustained heavy work, particularly as this frame is greatly assisted by the special method used for attaching the exceptionally rigid allsteel body direct to the side members.

Maximum riding comfort under the severest conditions is positively assured by the rigidity of the complete car structure, long supply semi-elliptic springs, and efficient hydraulic shock absorbers while the feather-light cam type steering is a definite preventative of fatigue on long journeys and renders the car equally attractive to the lady driver.

Attention should also be drawn to the convenience of the finger-tip controls in the centre of the steering wheel which provide the driver with instant control over the minimum throttle setting, advance and retard rate of

dynamo charging, lights and headlamp dipping mechanism, with removing the hands from the steering wheel.

The lightness and sureness of the steering, coupled with the excellent road stability of the car as a whole, and the exceptionally powerful but smooth-acting hydraulic brakes, are conducive to maximum safety on the road.

The hand brake operates on rear drums and is instantly adjustable from the driver's seat, while the car is in motion if necessary.

The bodies of this range are exceptionally roomy and well-appointed. The front seats are provided with an extensive span of adjustments and pneumatic upholstery, so that exceptional driving comfort may be attained particularly when the adjustable pedals and adjustable steering column rake are considered.

Window louvres are fitted to the Saloon which prevent rain from finding its way into the body of the car when the windows are left slightly open for ventilation.

The Lucas headlamps, of the biflex pattern, provide a degree of road illumination well above the average while the provision of steering wheel controlled dipping mechanism is a comfort to the owner and oncoming driver alike.

That every effort has been made towards driving convenience is proved by the provision, among other features, of the finger-tip controls, thermostatically-operated radiator shutters, stoplight, and remote control for rear blind.

The proverbial lavishness of standard Morris equipment is well exemplified in the range, which includes such items as Triplex glass, chromium finish, leather upholstery, finger-tip controls, calorstat-operated radiator shutters, hydraulic brakes, pile carpets, pedal rubbers, speedometer with trip, lock, oil gauge, petrol gauge (electric), electric windscreen wiper, pressure chassis lubricating pump, licence holder, calorimeter and wings, driving mirror, electric horn, dash-operated ventilator, coil indicator lights, full five-lamp equipment, including Lucas Biflex headlamps with spring mechanism, roof lamp, side light, spring gaiters, five detached wire wheels, five Dunlop reinforced cord balloon tyres, toolbox and complete set of tools, jack and tyre pump.

The attractiveness of the body lines, and the wide range of colour schemes in which they are offered, should enable the most difficult taste to be satisfied.

FREE-WHEELING.

Studebakers Now Embody New Features.

THE FINEST FORM.

When Free Wheeling was first introduced, Studebaker was credited with having contributed a revolutionary improvement to motoring. Whatever scepticism there might have been as to the soundness of the development was soon dispelled by the wide public approval accorded the innovation, and its subsequent adoption by practically every automobile manufacturer in America.

Fine as Free Wheeling has proved itself, Studebaker has refined and improved its development to a new height of perfection. Free Wheeling in the new 1932 Studebaker models on display at the Hongkong Hotel Garage, Stubbs Road, is Free Wheeling in its finest form, synchronized shifting—a combination which represents the apex in scientific gearbox design, according to the manufacturer.

In the new models, Free Wheeling operates in all forward speeds, with positive control in all gears instantly available. A hand lever, conveniently located below and slightly to the right of the steering wheel, permits the driver instant choice of Free Wheeling or conventional engagement regardless of speed.

As Free Wheeling owners know, conventional engagement is seldom employed. It is particularly useful in negotiating long down grades when the driver may want to use the braking power of his engine. However, whether you use conventional engagement seldom or often, Studebaker's improved Free Wheeling provides it on the instant.

All that is necessary is to throw out the clutch and depress the

control lever. An ingenious lock-out device in the gearbox assures the use of the clutch when this shift is made. This same device operates when the gear shift lever is in reserve. In returning to Free Wheeling from conventional, it is only necessary to press up on the control lever. A large dial on the instrument board registers "Free Wheeling" or "Conventional."

This improvement in Studebaker's Free Wheeling is further enhanced by synchronized shifting in second and top gears, which brings the two gears to be engaged to approximately the same speed. Hence, gear clashing is rendered virtually impossible.

Free Wheeling offers the owner a wide range of outstanding advantages. Its proved thrill, economy and safety are now provided in even greater measure in the new models. Free Wheeling saves from 12 to 20 per cent. in fuel and oil. Additional savings result from the reduction of wear on engine and chassis, because car momentum can never "force" the engine. There are equally important savings to body and mind, due to the material reduction in physical effort and mental strain when driving a Free Wheeling car.

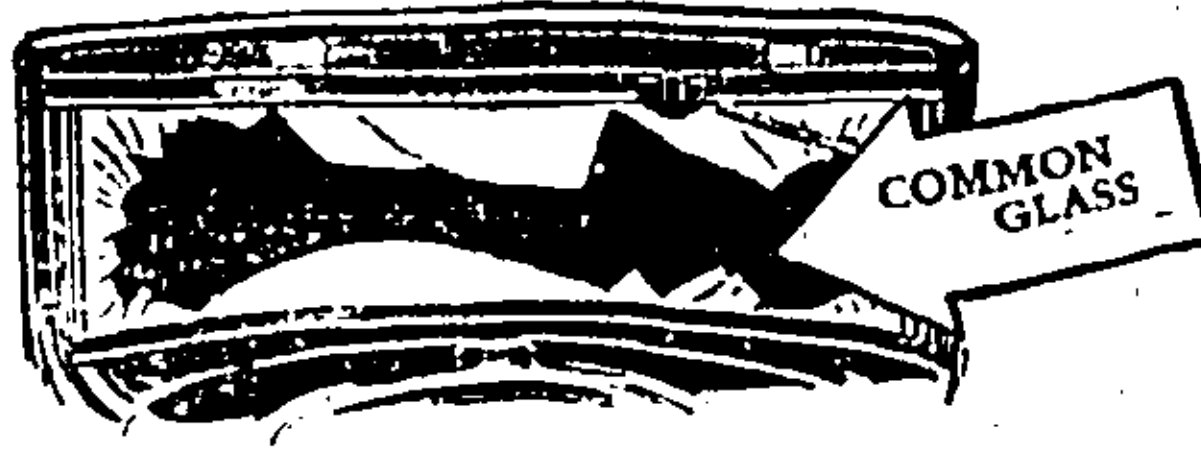
In principle, Studebaker's new Free Wheel unit is the same as the old. It is located behind the gearbox, instead of within it as heretofore. It is sturdier, and simpler than before, and consists of an outer shell and inner core, the latter connected to the engine, the former to the rear wheels. Interposed between these two members are six heavy rollers which operate in individual tapered raceways, and exert a clutching or locking action on the two members only when the latter is in the drive direction. The instant the operator's foot is off the accelerator, the engine begins to drop in speed, whereupon the clutching action between the members ceases, and the car continues to glide along on its own momentum with the engine idling.

What is your family's SAFETY worth to you?

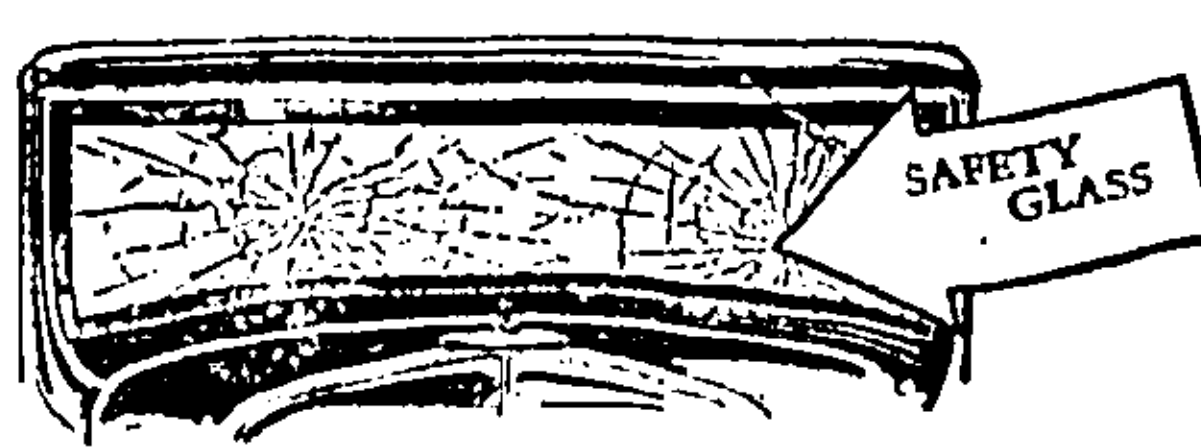
THIS final step in safety is the kind of move the public has learned to expect of the Pioneer of Free Wheeling.

Whether you choose a Triumphant New Studebaker Six, Dictator, Commander or President Eight, Studebaker now frees you from the danger of broken flying glass by giving you shatter-proof Safety Plate Glass in all windows as well as all windscreens of all models. And for this protection you pay no premium.

This super-strength, full-scaled, clear-vision, 1932-type Safety Plate Glass, although costly, comes to you in Studebakers that are bigger and better cars—Studebakers that are lower in price—Triumphant New Studebakers that include not only Safety Plate Glass but a total of 32 startling betterments as standard equipment.



Common glass is a constant peril to you and those who ride with you. It shatters when it breaks—into pieces flying in all directions.



Safety Plate Glass may crack or break but it does not shatter and fly. Safety Plate Glass protects you and those who ride with you.

The Triumphant New STUDEBAKERS offer Safety Glass at no extra charge—in all windscreens—in all windows—in all models!

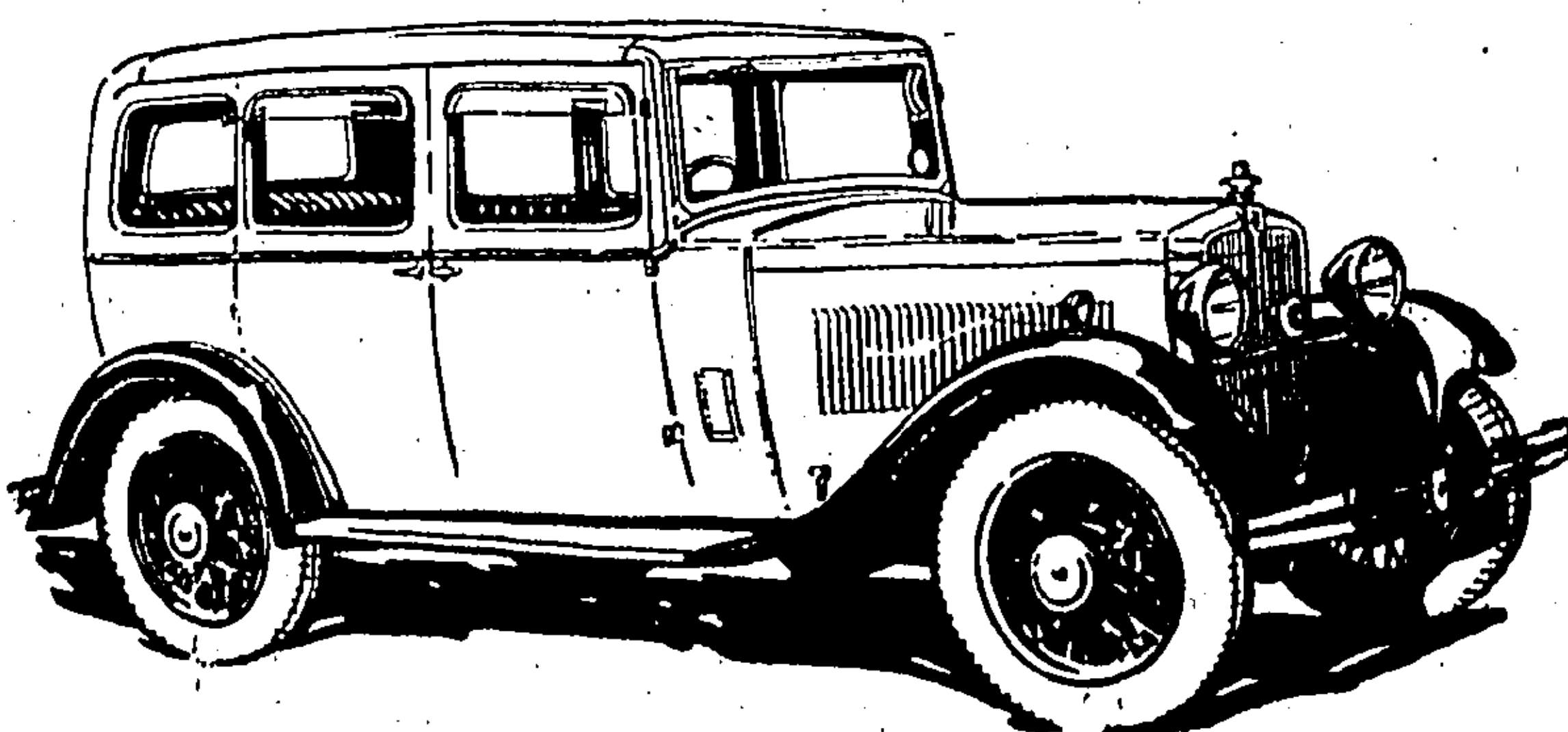
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The Hongkong and Shanghai Hotels, Ltd.

WHY WAIT FOR OTHER CARS TO FOLLOW STUDEBAKER?

MORRIS MAJOR SIX

THE MOST COMFORTABLE—ECONOMICAL—SIX



SALIENT FEATURES OF THE MORRIS MAJOR SIX

New chromium radiator with automatic shutters. Air-cleaning and pre-heating units on the six cylinder engine developing 32 B.H.P. Triplex safety glass all round, including window louvres. Pychley sliding head on coupe and saloon model. Five wire wheels.

A.P.B. 7b

Instant approval is given to the extra refinements in this popular model. The new "Twin top" silent gear box gives perfect performance on steep hills with half the strain on engine and transmission. Wider track and the new chassis frame make for more room and greater ease of riding.

DODWELL & CO., LIMITED
HOUSE STREET
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AT CANTON.

HOW BRITAIN MADE RECORD POSSIBLE.

Mr Malcolm Campbell Gives Praise Where Due.

Though has been written about the I did at Daytona. Let me pay a tribute to my car Blue Bird, and to the people who made remarkable performance possible—her builders, the manufacturer of the accessories essential to success, and my mechanics. Part from the raising of the record from 245 to 253 miles an hour, the way the car behaved under extremely adverse conditions when establishing new records for the five kilometres, the ten miles, and the ten kilometres, even me, much though expected, the fact that British engineers were able to show a world car able to travel 10 kilometres (more than 6 miles) at a speed of 238.669 miles an hour, beating the old record held by Borzacchini by the margin of more than 70 miles an hour is really an impressive achievement for Britain.

This feat by Blue Bird is one that has a lesson for private motorists in this country as well as being a wonderful sales argument for our manufacturers.

Strongly built cars which will stand up to hard work under severe conditions and be speedy and reliable are just what the average private owner wants, and the high performance of the modern motor-car is directly due to the information gained during record-breaking efforts such as those of Blue Bird.

Among the more obvious benefits directly attributable to racing that are enjoyed by the modern motorist are of course, four-wheel brakes, almost unheard of until ten years ago; small, highly efficient engines developing great power; reduced wind resistance—which means increased speed—through streamlined bodies; and tyres that will last for at least 20,000 miles compared with the 8,000 miles once regarded as satisfactory.

Very great credit is due to the makers of the tyres fitted to Blue Bird, because, no matter how wonderful the car may have been, no record could have been achieved if the tyres had not come successfully through the ordeal. The stresses my tyres were called upon to bear at Daytona were really terrific, but I had such faith in them that I did not stop at the end of the first run to change them.

The success of the attempt on the record and the safety of the driver's life depended on such vital elements as tyres. During the longer runs I made, with the car frequently leaving the ground, friction was set up that might well have meant disaster if the tyres had not been of sterling worth.

Their performance was really a wonderful show, redounding to the credit of the makers. At times the rear wheels left the ground over the bumpy parts of the speed course and the engine revolutions soared to 4,000, so that, when the wheels touched ground again, the tyres were called upon to sustain terrific shocks and strains.

My mechanics examined the tyres as soon as I stopped, but apart from being very hot, they showed little signs of the supreme test to which they had been subjected.

BRITISH EXPORTS INCREASE.

Cars' Good Lead in New Zealand.

We have before us, writes the Editor of the Motor, some very heartening figures concerning the expansion of our overseas trade in motorcars. It was only a short time ago that the value of motorcars imported into New Zealand showed an over-whelming preponderance in favour of American vehicles.

The figures for 1931 show that New Zealand took motorcars from Great Britain to the number of 2,414 and valued at £272,285. This compares with 475 cars valued at £59,975 from the United States. In Africa the figures of American car registrations show a marked falling off, and in Ceylon the same position is revealed, while British cars in both countries show increases.

Despite the serious conditions experienced in Australia, which have materially affected the imports of motor vehicles, we are able to record that of these diminished imports the British percentage rose to 50.7 per cent in the first six months out 1931, as compared with 17 per cent for the same period of 1930.

These figures justify the optimism of the Director of the British Manufacturers' Section of the Society of Motor Manufacturers and Traders. A short time ago, in dealing with the prospects of Empire trade for 1932, he referred to overseas demands, and expressed the view that the available facts and figures afforded striking evidence of the manner in which, despite the general economic position, the British motor industry was slowly but surely making progress in the export field.

Heading which would have meant serious trouble.

B.S.A.'S POPULAR.

Good Business Recorded in Hongkong.

The world renowned B. S. A. motor cycles have again secured an unsurpassed record in the sale of motor cycles in Hongkong. Their enterprising agents, the Sincere Co., who have represented them for some years, report a wonderful reception of the New models, a limited stock of which was received recently. Within ten days of the arrival of the shipment as many as seven machines were purchased by local enthusiasts both English and Chinese. The popularity of this brand of motor cycles is daily in evidence in the streets of Hongkong, particularly by the police force and flying squad. Sincere's could be deservedly congratulated on the success they have recently achieved in popularising these models, even in the grip of the present depressed conditions.

The list of purchasers of the new B. S. A. cycles includes Messrs. George A. Bond, Cheung Wo. W. M. Leong, F. K. Garton, R. Whitley, A. Mc G. Mitchell and E. F. Warburton.

A.A. TOURS.

The Nomadic Motorist.

The Automobile Association is playing an important part in attracting overseas visitors to Britain. An increasing number of tourists, by means of A. A. service, now travel part of the journey overseas from abroad, and then tranship their cars direct to British Ports.

Within the past month itineraries to the British Isles were issued by the A. A. from Asia Minor, Africa (including the Sahara crossing and Bel-Cap to Cairo route), India, Borneo, Congo and British East Africa.

Since last May A. A. foreign itineraries supplied to members have covered a distance in excess of ten million miles, in addition to conditions in various parts of the world, with details of the state of the roads, hotel and garage accommodation, fuel facilities, etc.

A number of intricate business itineraries have been arranged for British motorists travelling abroad, of which perhaps the most unusual were two World tours, a route from London to the Arctic Ocean, and a tour encircling the Mediterranean Sea.

Service

The extensive range of S.K.F. bearings covers the majority of types and sizes most usually required for replacement purposes in all makes and models of private cars, buses, and commercial vehicles. The bearings are supplied by S.K.F. offices and stockists all over the world.

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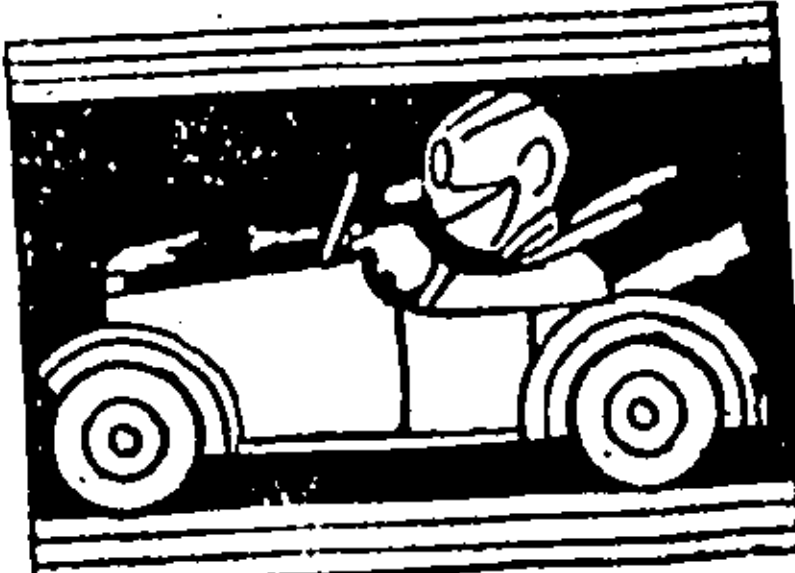
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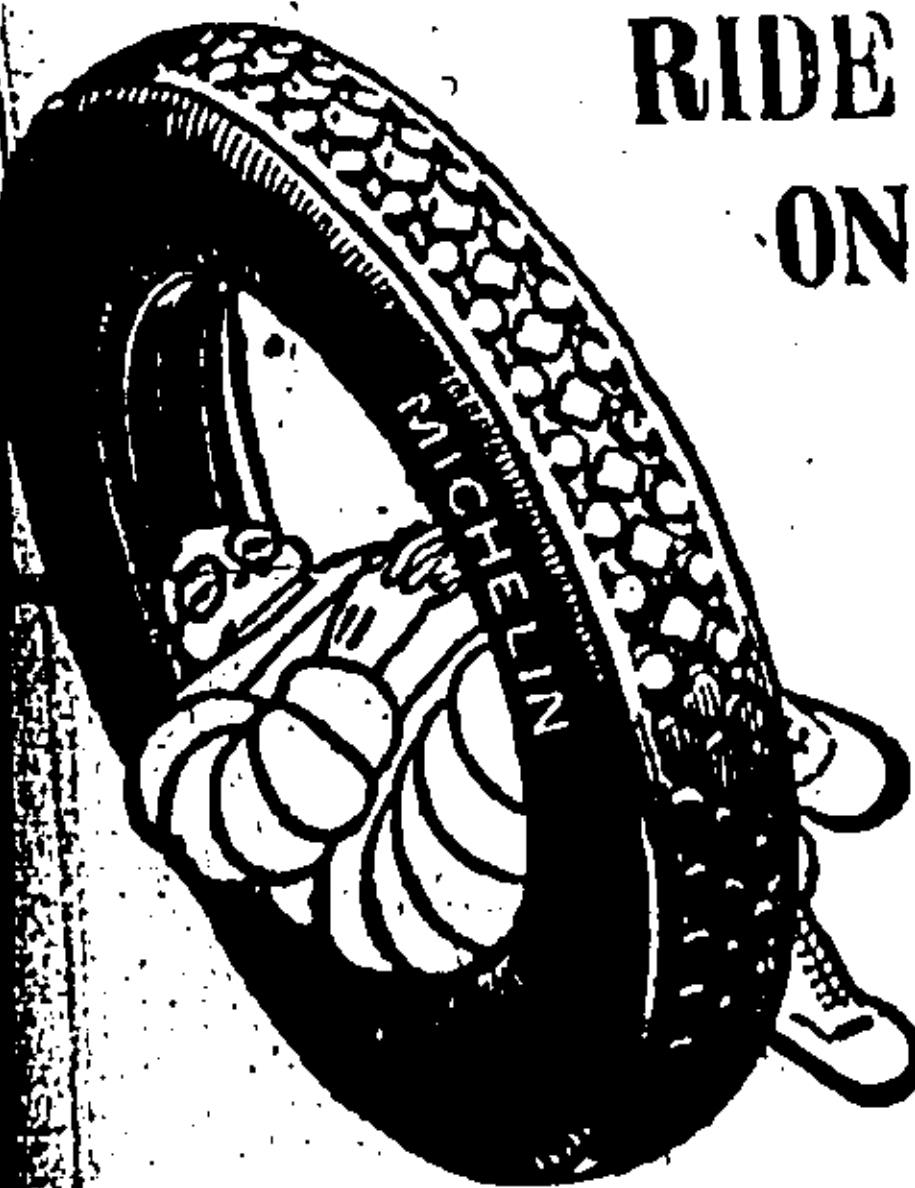
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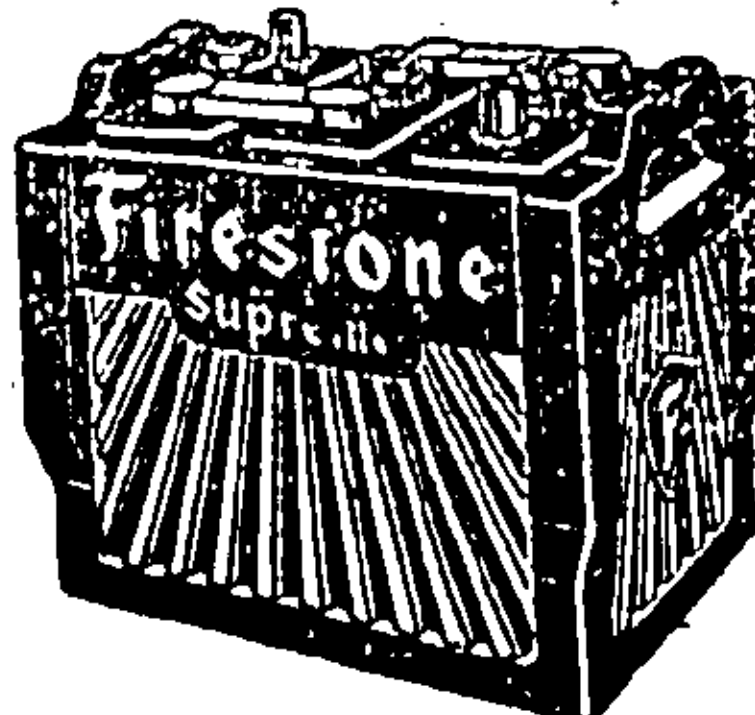
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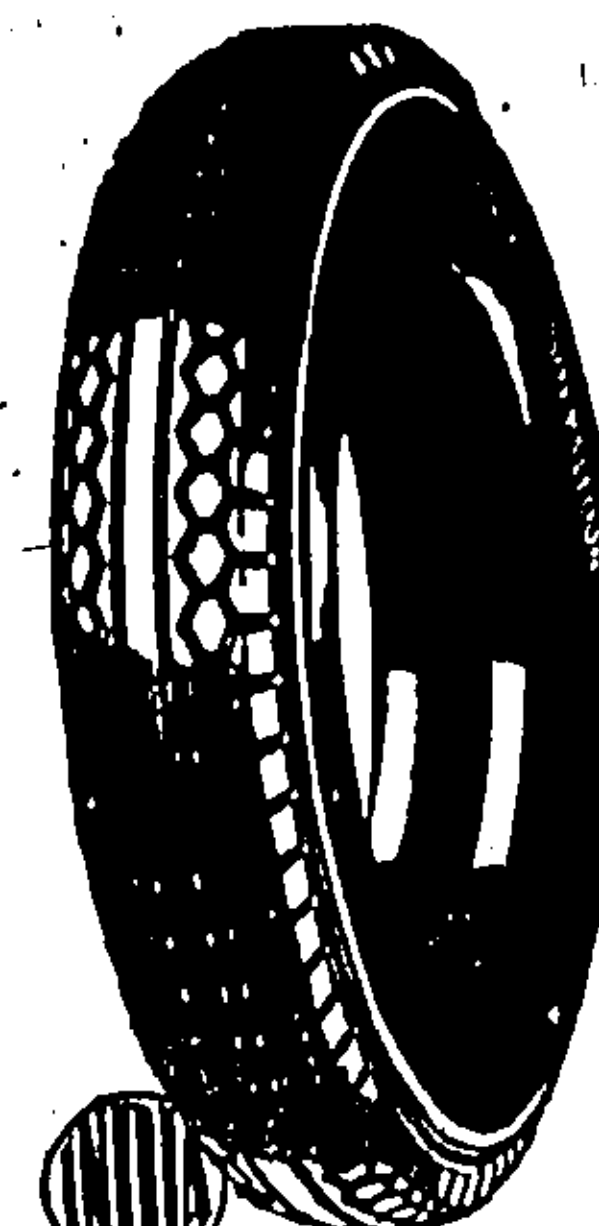
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1907-1932 WILLYS-OVERLAND

Silver Anniversary

1932 is the 25th anniversary of the Willys-Overland Company. During this period 2,500,000 cars and trucks have been sold throughout the world.

With the designing and manufacturing experience obtained during such period the company now announces the Silver Streak Motor, the best designed, most reliable motor in the low priced field.

The Silver Streak Motor with four bearing counter-balanced crankshaft is mounted on a car chassis replete with advantages, 113-inch wheelbase, 58 1/4-inch tread, double drop frame, two-way hydraulic shock absorbers, etc. Bodies are weather proofed—have improved quality of upholstery—form-fitting seats—movable driver's seat with adjustable back.

Ask us for specifications and demonstration of the car with the Silver Streak Motor. Agents: GILMAN & COMPANY, LTD. "DURO" MOTOR CO., LTD. 4A, Des Voeux Road Central. Telephone 28011. 132, Nathan Road, Kowloon. Telephone 57226.

OUR SILVER ANNIVERSARY... YOUR GOLDEN OPPORTUNITY

REVIVAL SCENES IN LONDON

HOLIDAY CROWDS AT ALBERT HALL

London, Mar. 30. Two brothers from a Welsh colliery town were responsible for filling two of London's biggest public halls yesterday—morning, afternoon and night—with great throngs of worshippers.

At the Albert Hall, Mr. George Jeffreys, principal of the Elfin Four-square Gospel Alliance, conducted the gatherings, while his elder brother, Pastor Stephen Jeffreys, a convert of the Welsh revival of 1904-5, preached at the Kingsway Hall.

At night 150 converts were baptised at the Albert Hall, where there was a gathering of 10,000.

In front of the platform was a tank of tepid water surrounded by imitation grass and living flowers. Three men in tennis shirts and flannels and three women in long white robes and bathing caps were the first to enter the tank. Principal Jeffreys followed in long black robe, and stood in their midst, while flood lights were turned on them.

The oldest person to be baptised was a woman aged 79, and the youngest was a girl of 12. Another woman of 78 and a man of 73 were also baptised.

A man crying "Saved!" as he left the hall, nearly fainted, and was carried down the steps.

Many of the thousands of the men and women in the hall had arrived by motor-car from all parts of the country, and outside the hall, before the earlier meetings opened, hymns were sung and shouts of "Hallelujah!"

During one of the services Principal Jeffreys, specifying different ailments, asked how many present could testify to having been cured. The following claims were made:

Cancer, tumour or other growths	74
Rheumatoid arthritis	132
Blindness	19
Deafness	29
Once crippled, but now no longer in need of crutches	18

In the afternoon a service of healing was held. The huge congregation knelt while Principal Jeffreys went round and laid his hands on the heads of many.

At the evening meeting 350 people stood in their places testifying that they had been miraculously healed in answer to prayer.

RACING MOTORIST'S ESCAPE

SIX INCHES FROM DISASTER

London, Mar. 31.

Robbed by the gale of any chance of breaking his own 138 miles an hour lap record for Brooklands track, Sir Henry Birkin, in a 4,422 c.c. Bentley, yesterday had one of the most astonishing drives ever seen there. Against a 50 m.p.h. wind, which buffeted the three-ton car like a baby machine, he averaged 136½ miles an hour for one lap in the long handover, and won the race at a speed of 122.07 miles an hour for the nine miles.

Starting from scratch, in the second lap he was travelling at 145 miles an hour when the wind got underneath the car as it was leaving the railway embankment, and for three or four seconds the front wheels were completely off the ground.

When they touched the track again the car lurched to the right, missing the railings by barely six inches.

Half a mile later, on the Chertsey embankment, a slower car a few yards ahead was blown out of its course just as Birkin was about to pass.

Birkin, already travelling with in three feet of the rim of the track, was forced to go higher to avoid a crash.

Nearly Over the Edge.

The gale again got hold of the car, forcing it into a crab-like action. The rear wheels had skidded nearly over the edge in a cloud of cement dust when Birkin regained control.

In the last lap, when he was coming off the same embankment near Vickers shed, a fierce gust than ever lifted the car inches off the cement, the rear only just clearing the end stanchions of the fence.

The result was: 1, Sir H. R. S. Birkin (Bentley); 2, J. R. Cobb (Delage); 3, H. Widengren (O.M.). In the short handicap earlier in the afternoon Cobb was first, Birkin second and C. Penn-Hughes (Bentley) third. Cobb's speed was 119.25 m.p.h.

The last race of the day resulted in a dead-heat, a very rare occurrence at Brooklands. With two laps to go, W. Faulkner, driving a Bugatti, was 100 yards ahead of W. Straight, also in a Bugatti. At the last bend Straight was still 10 yards behind, but he put in a great effort and the cars went over the line together.

UNWANTED SCHOOL RECRUITS

N.U.T.'S DEMAND TO AUTHORITIES.

A demand that the Board of Education should stop the engagement of unqualified teachers was made at the Conference at Folkestone of the National Union of Teachers.

The following resolution was adopted:

"This Conference notes with concern that limitations imposed by the Board of Education upon the number of entrants to training colleges have not been accompanied by restrictions upon the supply of uncertificated and supplementary teachers and urges the Board not to recognise any new recruits in those categories of teachers after July 1 next.

Mr. H. T. Morgan, the mover, said that in consequence of the contraction of the Government's education policy a large number of people had been stopped at the doors of training colleges. This year 3,250 men applied for admission to training colleges. Fully qualified by examination as they were, out of that number 1,024 were accepted. The other 2,000 either had to wait or abandon altogether the prospect of entering the teaching profession.

But the training college door was not the only door by which people gained admission to schools in the guise of teachers.

Each year the Board permitted local authorities to appoint new supplementary teachers—girls with neither an academic nor a professional right to the name of teachers. Their main qualification was that they were exceedingly cheap.

Title "Usurped."

In addition, each year there were 1,800 new uncertificated teachers appointed by local education authorities and subsequently recognised by the Board. These, at least, had reached a certain academic standard.

"It is unfair," to certificated teachers who undergo long and difficult courses of academic and professional training that persons with neither should be enabled easily to usurp the title and function of teachers. It is unfair to children to have to suffer at the hands of ill-educated and untrained young people.

"The addition of more of these to the ranks is unnecessary for normal requirements.

"We ask that there shall be from this year on no one admitted to the State Education Service whose title to the name of teacher rests upon less than a real professional basis."

Vaccination Test.

Mr. W. Lloyd Pierce, who seconded, said the qualification of a supplementary teacher was a young lady over 18, who had been vaccinated.

The Conference passed a resolution on the need for the improvement in hygienic standards in many schools. One speaker described conditions in many rural schools as disgusting.

MORE CONCRETE ROADS

FURTHER KOWLOON IMPROVEMENTS

The following appear amongst the latest projects for which the Government is inviting tenders:

Improving roads for motor traffic by the laying of a 45-foot width of reinforced concrete surfacing in Nathan Road, Prince Edward Road and Lai-chikok Road.

First section of new 100-foot road between Causeway Bay and Ming Yuen Gardens. The work comprises the construction of a portion of this road between a point to the south of Inland Lot 2358 and a point to the eastwards of Inland Lot 2018.

\$10,880 FOR SISTERS

LEGACIES FROM EMPLOYER

A legacy of \$10,880 has fallen to two sisters under the will of the man by whom they had been employed.

The will was that of Mr. Salisbury Huxendale, of Golf Mount, Eddington, Herne Bay.

After making a bequest of \$10,000 to Miss Ivy Harris, he left the residue of the property, which has been valued at \$10,881, to Miss Gertrude Harris "in acknowledgement of her great care of my mother and myself during many years."

The sisters knew that they were to benefit under the will, but were not aware of the amount. They have decided to continue to live at Golf Mount, a large house overlooking the golf links, but have made no other plans for the future.

SILK UNDERCLOTHING BANNED

COMMANDMENTS TO DIPLOMATS

According to information received from Moscow, a book has recently been published containing 580 paragraphs governing the behaviour of members of Soviet embassies and trade organisations in foreign countries.

The following are a few examples of the numerous "commandments."

It is strictly forbidden to visit counter-revolutionary theatres, cinematographs and concerts. The latter include entertainments in which Chaplin and Russian refugees take part. It may be mentioned that, owing to the famous singer's quarrel with the Russian authorities, all his gramophone records are at present "taboo" in the Soviet Union.

No meals may be taken in "luxurious" restaurants, and even dress may only be worn at functions where it is absolutely necessary to appear in the livery of the bourgeoisie.

Marriage with sons or daughters of "imperial countries" may result in severe punishment being meted out to the offending party, and the tango and fox-trot may on no account be danced, as being symbols of the capitalistic countries. Care should also be taken that officials are not too well dressed, and silk underclothing must not be worn.

Special members of the O.G.P.U. are attached to all Soviet institutions, with instructions to see that the book of "commandments" is strictly adhered to.

MALTA REPLIES TO ITALY.

"IGNORANCE OF ENGLISH A SOCIAL DRAWBACK."

Malta, Mar. 17.

"Ignorance of the English language is a fatal social drawback in Malta, but ignorance of Italian is unnoticed because one has no occasion to display one's ignorance," states the *Malta Daily Chronicle* to-day, in an article on the Italian Press campaign over the language question.

Every Maltese child is eager to learn English, the paper declares, and every parent is insistent that his or her children should learn Malta's language of business which holds out prospects of higher employment.

English, it further points out, is the language of the prospective emigrant, the seaman and the domestic servant, and for any intercourse with the navy, army and air force and their families, which account for 10,000 of the population.

It is also the language of the bulk of Malta's literature, of the leading newspapers, advertisements, shop-signs, and the cinema talks. Finally, it is the language of culture and society. Italian has never been, nor is, known by the mass of the people, and its knowledge is limited to the smallest minority.

AIR CARAVAN FOR MONTH'S FLIGHT

BEDROOM AND KITCHEN

The aeroplane which the Hon. Victor and Mrs. Bruce will pilot in their attempt to break the flight duration record by staying in the air for a month will be virtually the first air caravan.

Plans have been laid before the Blackburn aircraft firm, the makers of the machine, for the construction of the cabin in the form of two rooms.

One room will be a bed-sitting-room and the other a kitchen. The bed-sitting room will be something like a liner's cabin, with a real bed and other equipment.

The kitchen will be fitted with the utensils necessary for cooking simple food. There will be books and a wireless set to relieve the monotony.

Mr. and Mrs. Bruce will receive all their supplies from another machine in the air.

An old peasant, who can neither read nor write, has just inherited a fortune of 800,000 dollars (\$160,000 at par), says Reuter's Prague correspondent. He has been left this sum by a relative who emigrated to the United States years ago.

Germany's "beer king," Herr Katzenellenbogen, the managing director of the famous Schulteis Brewery, was sentenced to three months' imprisonment and a fine for manipulating the balance-sheet of his company.

SPY DISBELIEVED AND SHOT

GERMANY'S SCAPA FLOW BLUNDER

A remarkable story of the unprepared state of certain British naval bases at the beginning of the war is told by Captain Donald J. Munro in a book published to-day on Scapa Flow (Sampson Low, (12s. 6d.).

Captain Munro was formerly King's Harbour Master at Cromarty. In the years preceding the war he recommended the provision of fortifications, floating docks and other facilities at Rosyth, Cromarty and Scapa Flow.

"The only defence Scapa had on the outbreak of war" (Captain Munro states) "was a Territorial company of artillery, but since they had no guns they could scarcely be regarded as an efficient force."

But so convinced were the Germans that Scapa was heavily defended that they shot a spy who told them the truth about the state of the base.

Captain Munro writes: "We had a local spy whose movements were well watched—letters opened, etc. He was one of the very few who escaped when they were all rounded up."

"On arrival in Germany he reported to his employers that Cromarty was defended, but not Scapa Flow. For some reason or another they disbelieved him."

"Anyway, he was tried and eventually shot as a spy in our interest, whom we had permitted to escape, to convey false information."

Of a spy who lost his dog—an Irish terrier—Captain Munro writes that the man advertised its loss in the Press.

"The police found the dog, and on its collar was a name and address in Berlin." The spy was arrested.

ENGLAND'S OLDEST WOMAN DEAD

REFUSED TO ADOPT MODERN METHODS

Mrs. Arabella Bridgman, aged 106, who was believed to be the oldest woman in England, died on March 26 at her home at Clewer, Windsor, where she had lived for 80 years.

She refused to have gas or electric light installed in her house, which was always lighted by candles, and she refused to be interviewed or to have her photograph taken. She considered modern fashions "disgusting."

When she was 100 she went for a motor-car ride, but afterwards preferred her horse-drawn carriage.

She made her last visit to London to hear Charles Dickens conduct his last public reading.

Mrs. Bridgman never would confess her age, and on her census form she wrote, "I am now ten years older than when you took the census last time."

8.03-9.25 p.m. A Programme of Victor and H. M. V. records kindly supplied by Messrs. S. Moutrie and Co.

Orchestral-Vindobona. (Leopold) Marek Weber and His Orch. V-50035. Organ Solo-Introduction and Fugue (From Fantasia on "Ad Nos Saltem") (Liszt) Fernando Germani. 35900.

Songs-(a) Clavelitos (Valverde) (b) (Estrellita) (Ponce). Song-Russian Nightingale Song (Alabiet).

Madam Amelita Galli-Curci (Soprano). 1440. Orchestral-Romance (Tschalkowski). Orchestral-In a Monastery Garden (Kietelby).

Victor Concert Orchestra. 35808. Nightingales actually recorded in Beatrice Harrison's Garden, Oxford with Cello Solos by Beatrice Harrison. B2470.

Choral-Sun of my Soul (Kobler-Ritter). Choral-Hark! Hark! My Soul! (Faber-Smart).

St. Bartholomew's Choir. 25602. Instrumental-Adagio Pathétique (Godard).

Victor String Ensemble. 35038. Organ Solo-On Rest in the Lord (Mendelssohn).

Organ Solos-(a) Beyond the Smiling and the Weeping (Bonar-Stebbins) (b) Blessed Assurance (Crosby-Knapp).

Mark Andrews. 22800. Violin Solo-Le Cog D'Or-Hymn to the Sun (Rimsky-Korsakov and Franko).

Violin Solo-Thais-Meditation (Massenet).

Mischa Elman. 7392. Song-La Savillana (Vandor). Emilio Da Gogorza (Bartore). 1203. Piano Solo-Mazurka in G Sharp Minor (Chopin).

Piano Solo-Variations on Themes from Carmen (Bizet-Horowitz). Orchestral-Elli. Elli (My Lord, My Lord) (Sandler-Shikret).

Orchestral-Kol nidro (All voices) (arr. Shikret). Victor Salon Orchestra conducted by Nat Shikret. 35830.

9.25-10.00 p.m. Concerto No. 1 in B Flat Minor for piano and Orchestra (Tschalkowski; Op. 23) played by Solomon (Planat) and the Halle Orchestra conducted by Sir Hamilton Harty. LX19-LX22. This Suite is from Z.B.W.'s Library and is played at the request of a listener.

10.00 p.m. Close Down.

RADIO BROADCAST

PROGRAMME FOR TO-DAY AND TO-MORROW

Broadcast by Z. B. W. on a wavelength of 355 metres. (845 K.C.s). 4.00-7.00 p.m. Chinese Programme. 7.00-11.00 p.m. European Programme of Columbia Records.

7.00 p.m. Mail Notice, etc. 7.04-7.15 p.m. From the Studio. An Address by Mr. E. Cock, former President of St. George's Society "St. George for England!"

7.15-7.20 p.m. Land of Hope and Glory (Benson-Elgar). Harold Williams and Full Chorus. 0980.

7.20-7.35 p.m. Operatic.

Madame Butterfly-One Fine Day (Puccini). Doris Vane (Soprano). 0952. The Mastersingers-Selection (Wagner).

Reg. Band of H. M. Grenadier Guards. 0424. Song-Queen of Sheba-She Alone (Charneth my Sadness (Gounod-Farrie) Aris: Norman Allin (Bass). DX126.

8.00 p.m. (Local Time and Weather Report).

7.35-8.47 p.m. Musical Comedy and Light Opera.

Show of Shows-Selection. Regal Cinema Orchestra. DX15. Hold my Hand-Vocal Gems. Bow Bells-Vocal Gems.

Columbia Light Opera Co. DX332. The House That Jack Built-Selection. Ray Starita and His Ambassadors Band. 0016.

Flowerdora-Vocal Gems. Columbia Light Opera Co. DX126. Follow a Star-Selection. Jack Payne and His B. B. C. Dance Orchestra. DX184.

Les Cloches de Corneville-Vocal Gems. Columbia Light Opera Co. DX295. King of Jazz-Selection. Regal Cinema Orchestra. DX72.

The Maid of the Mountains-Vocal Gems. Columbia Light Opera Co. DX381. 8.47-9.30 p.m. A Concert.

Piano Solo-Duetto (Song without Words No. 18) (Mendelssohn). Piano Solo-Minuet in G Major (Faderowski).

William Murdoch. 9372. Song-Peer Gynt-Solveig's Song (Edvard Grieg). Song-She Wandered Down the Mountain Side (Stephenson and Clay).

Dora Labette (Soprano). 9577. Violin Solo-Legend (Wionlawski). Arthur Catterall. 9360. Song-Friend (Sassan-Davies).

Song-The Three Cornrades (Bernhoff-Hermann). Mostyn Thomas (Baritone). DX234. Octet-A Venetian Barcarolle-Serenade (arr. Willoughby). J. H. Squire Celeste Octet. DX211.

9.30-11.30 p.m. Dance Programme.

Fox Trot-Oh! What a Thrill. Fox Trot-Good-night Moon. 2502-D. Fox Trot-Who's Your Little Who-Zis?

Fox Trot-With Love in my Heart. 2501-D. Fox Trot-I Got Rhythm. Fox Trot-You Can Depend on Me. 2500-D.

Waltz-Tell Me With a Love Song. Waltz-When the Rest of the Crowd Goes Home. 2504-D. Fox Trot-I Promise You. 2573-D.

Fox Trot-Home. Fox Trot-You're my Everything. Fox Trot-When We're Alone. 2506-D.

Fox Trot-Old Fashioned Love. Fox Trot-Creole Love. Call. 2507-D. Waltz-Life's Desire. Fox Trot-Dance of the Natives. CB380.

Fox Trot-Who Care? Fox Trot-Of Thee I Sing. 2508-D. Fox Trot-I've Found a New Baby. Fox Trot-Mood Indigo. 2531-D.

Fox Trot-A Paradise Beside the Sea. Waltz-Had I the Words. CB384. Fox Trot-As Time Goes By. Fox Trot-If I Didn't Have You. 2536-D.

Fox Trot-Now's the Time to Fall in Love. Fox Trot-Bend Down, Sister. 2576-D.

Fox Trot-When It's Sleepy Time Down South. Fox Trot-You're my Only Sweetheart. 2541-D.

Fox Trot-When I Wore my Daddy's Brown Derby. Fox Trot-Concentrate! Fox Trot-Singin' the Blues. Fox Trot-It's the Darndest Thing. 2505-D.

Waltz-Girl of a Million Dreams. Fox Trot-I Don't Want Love. 2537-D. Fox Trot-Bugle Call Rag. Fox Trot-Dee Blues. 2543-D.

Fox Trot-Help Yourself to Happiness. Fox Trot-Not That I Care. 2542-D. Waltz-Under the Spell of the Waltz.

Waltz-For the Sake of the Days Gone By. CB300. 10.30 p.m. Rugby Mid-day Press News.

11.30 p.m. Close Down.

All records in the above European programmes are kindly supplied by Messrs. Anderson Music Co.

SUNDAY'S PROGRAMME.

11.00-12.15 p.m. Relay of Service from St. John's Cathedral. 12.15-2.00 p.m. Chinese Recorded Programme.

1.00 p.m. Local Time and Weather Report. 2.00 p.m. Close Down. 3.00-10.00 p.m. European Programme.

8.00 p.m. Local Time and Weather Report. (Continued on Previous Column.)

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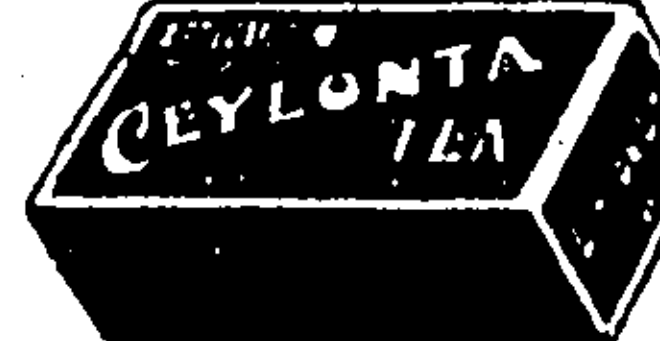
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MILITARY SPORTS

BORDERERS TAKE INTER-UNIT CUP

Keen sport was witnessed at the Hongkong Area Athletic meeting, which was continued at Sookampoo yesterday. The South Wales Borderers, who had established a lead in points for the Inter-Unit Athletic Cup on Thursday, increased their advantage to win the trophy by 107 points against the Jat Regiment's total of 78.

Col. C. R. U. Saville, D.S.O., O.B.E., President of the Area Sports Board, gave away the prizes in the absence of His Excellency Major-General J. W. Sandilands, C.B., C.M.G., D.S.O., who left for the North yesterday.

Addressing the gathering Col. Saville said that Major-General Sandilands had not been allowed to leave Hongkong for some time, and when at last he was allowed to go, he felt that if he were to change his plans he would not go on his Northern tour at all. The General had asked the speaker to say how much he regretted not being present at the meeting. They all knew how much interest he took in their sports and military and social life and he had always attended their functions.

Commenting upon the sporting spirit of the units off the field, Col. Saville remarked that when it was learned that the Argyll and Sutherland Highlanders, who had been incubating in the Majestic Hotel in Shanghai, were returning a cable was sent to them asking what they intended to do about the sports. A reply was received that the Battalion would enter as a unit. In the meantime the detachment, which had remained in Hongkong, had entered with the Small Units, who, however, agreed to carry on as best they could by themselves and allow the detachment of Argylls and Sutherland Highlanders to rejoin their battalion.

After expressing thanks to those responsible for the success of the meeting, Col. Saville gave away the prizes to the successful runners.

The full results were as follows:
220 Yards Relay.—1, South Wales Borderers; 2, Jat Regiment; 3, Argyll and Sutherland Highlanders.

Enlisted Boys 220 Yards Relay.—1, South Wales Borderers; 2, Jat Regiment; 3, Argyll and Sutherland Highlanders.

One Mile Team Race.—1, South Wales Borderers; 2, Jat Regiment; 3, Hongkong S.R.A.

Putting the Shot.—1, Argyll and Sutherland Highlanders; 2, South Wales Borderers; 3, Hongkong S.R.A.

120 Yards Hurdles Relay.—1, South Wales Borderers; 2, Argyll and Sutherland Highlanders; 3, Jat Regiment.

100 Yards Relay.—1, South Wales Borderers; 2, Argyll and Sutherland Highlanders; 3, Royal Artillery.

Pole Jump.—1, Hongkong S.R.A.; 2, Jat Regiment; 3, South Wales Borderers.

Open Relay.—1, H.M.S. Hermes "A"; 2, H.M.S. Hermes "B"; 3, Indian R.C.

440 Yards Relay.—1, South Wales Borderers; 2, Argyll and Sutherland Highlanders; 3, Hongkong S.R.A.

Tug-of-War. Hongkong S.R.A. beat Jat Regiment by two pulls to one.

Inter-Unit Athletic Cup.—1, South Wales Borderers (107 points); 2, Jat Regiment (78 points); 3, Argyll and Sutherland Highlanders (71 points); 4, Hongkong S.R.A. (69 points); 5, Royal Artillery (64 points); 6, Small Units (29 points).

BASKETBALL

UNIVERSITY INTER-HOSTEL TOURNAMENT

Following are the results of the Inter-hostel basketball tournament of the Hongkong University, which terminated yesterday, with St. John's Hall winning the championship:

	Pts.
St. John's	3 0 6
Elliot	3 1 2
Morrison	3 1 2
May	3 1 2

SENTENCED TO DEATH.

YOUTHFUL ASSASSINATOR OF MR. HAMAGUCHI

Tokyo, Apr. 22. Sagaya, the youth who shot Mr. Hamaguchi, Premier, on November 14, 1930, has been sentenced to death, while the reactionary abettors, Matsuki and Iwata, have been sentenced to imprisonment with hard labour for 18 years and four months respectively.—Reuter.

CINEMA SCREENINGS.

NOTES SUPPLIED BY THE THEATRES.

From a Sunday school teacher and choir singer in Columbus, Ohio, to the chorus of a burlesque show in Boston, was the quick and rather startling transition of Louise Dresser, who portrays one of the featured roles in "Stepping Sisters," the Fox comedy, coming on Sunday to the King's Theatre. She strikes an analogy in the picture by appearing as an ex-burlesque queen. Stage struck since she was a child, Miss Dresser obtained her first engagement when she was 15 years old. She was led to believe she was going into musical comedy, but when she arrived in Boston where the show was playing, she discovered, to her dismay, that it was a burlesque company she was joining. It took her many weeks to get back what had been advanced to her, but as soon as she had done this she quit and found herself stranded in New York.

She was without money and without food and on the day her landlady called about to evict her from the little attic room she occupied, Miss Dresser got a job singing in a dime museum—eight shows a day.

Five years from the time she left the burlesque show in Boston, she was a star on Broadway and she remained on the New York stage for many straight years, a record that few have equaled. During this time she was under contract to such well known producers as Weber and Fields, Charles Forman, Klaw and Erlanger, Al Woods and the Shuberts. She was one of the most popular actresses of the stage.

In 1923 she was induced to have a try at motion pictures and made her debut in "The Glory of Clementine" with Pauline Frederick. Then she appeared in "Burning Sands" and after that in "Enter Madame" with Clara Kimball Young. Miss Dresser has been active in motion pictures since then.

When a combination—Greta Garbo and Clark Gable—Metro-Goldwyn-Mayer certainly had an eye on the box office when they handed Gable the choice assignment opposite Garbo in "Susan Lenox, Her Fall and Rise," which is showing to-morrow at the Queen's Theatre.

It was a happy choice, anyway. The picture is by far Garbo's best in talks and in the opinion of this reviewer, among her three greatest in round or silent. Modernized, the David Graham Phillips novel makes splendid material for Garbo and as her leading man Gable is more than amply romantic. He's great!

Garbo plays the part of a humble Swedish girl, born under cruel circumstances and reared on a mid-western farm. Running away from a bargain marriage arrangement, she seeks refuge in a mountain lodge occupied by a young engineer, Gable. She surrenders to his love-making and he leaves, promising to come back and make her his wife. Her relatives discover her and she again flees, joining an itinerant circus. The engineer does return but learns she has been the mistress of the carnival manager. He throws her over and goes out of her life.

Later the girl becomes a reigning beauty in New York, installed by a wealthy admirer in a lavish penthouse. Here the engineer again meets her. But this time the power is in her hands. What follows takes the story first to San Francisco and then to the island of Java where the stirring climax occurs.

Garbo's role is one of great demands and requires an unusually wide latitude of emotional characterization to which she rises with superb artistry. Gable is splendidly cast and in his first eight romantic lead, offers a magnificent performance that should go a long way in clinching his hold on future stardom.

"A Holy Terror."

George O'Brien has furnished many thrills in his motion pictures, but he described his own greatest thrill as the receipt of his first letter which he still carries in his make up box. The letter was from a young woman living in Grand Rapids, Mich., who saw him in "The Iron Horse," in which he played his first leading role. Since that time O'Brien's fan mail has grown to proportions that require the undivided attention of a secretary and the expenditure of a considerable sum for stationery, stamps and photographs. His fan mail is equal to that of any male star in Hollywood. It almost doubled after the release of "Lone Star Ranger," "Last of the Duncans" and "Sens Beneath."

O'Brien is seen in Fox Film "A Holy Terror," current success at the King's Theatre. The climax is reached when the boy discovers he has been tracking his own father.

Sally Eilers, beautiful and vivacious screen actress who was widely ac-

SCOTT FLYING FAST.

LEAVES BASRA AFTER THREE DAYS ON TRIP

Basra, Apr. 22. Mr. C. W. A. Scott, who is making his third flight between England and Australia, left here to-day at 2.30 a.m.

He took off from Lympne at 5 a.m. on April 19 in an attempt to break the record.—Reuter.

claimed for her performances in "Quick Millions" and "The Black Camel" enacts the role of the girl and others in the cast are Rita La Roy, Humphrey Bogart, James Kirkwood and Stanley Fields. Irving Cummings directed.

"Escape." Father and daughter play real life parts in "Escape," current talkie attraction at the Queen's Theatre. Lewis Casson, prominent English legitimate stage actor and producer and his daughter, Ann Casson, are cast as father and daughter in the film version of John Galsworthy's notable play, produced by Associated Radio Pictures.

Casson is a veteran in the theatre and has appeared in a number of Galsworthy plays. His daughter, although only fourteen years of age, already shows remarkable promise as an actress. Ann has appeared in Galsworthy's "The Road" and has written a number of one act plays herself.

"Escape" is the first noted author's works to be brought to the talking screen. It was produced and directed by Basil Dean, noted for work on both stage and screen. The production has won wide critical and audience acclaim as one of the outstanding films of the year.

Central Theatre Attraction.

Neil Hamilton, who plays the male lead in "The Command Performance," a James Cruze Production for Tiffany, has never before, during long screen career, been offered the opportunity to play a dual role. And such a role has long been his ambition.

The characterizations he is required to play in "The Command Performance," showing to-day at the Central Theatre, are particularly difficult ones. They are different in all save appearance.

As Prince Alexis, son of a Queen of a small kingdom, he plays the part of a rather spoiled, lazy, heterskelter young roughneck whose princely duties rest far too lightly on his shoulders. As Peter Fedor, an actor in a company travelling through the kingdom, he plays the part of a young man unused to luxury and ceremony—a man who has had to live by his wits.

This makes the part three difficult for, as the story progresses, he is asked to assume the part of the Prince. Another difficulty of the plot is that neither characterization is intended to be disliked. As Prince Alexis he is happy-go-lucky and harum-scurum and not to be trusted with great responsibilities. Without being the hero the Prince nevertheless, must and does enlist sympathy.

"The Command Performance" is an adaptation of the famous play by C. Stanford Dickens, produced by Samuel Zieffler and directed by Walter Lang. Una Merkel shares stellar honours with Neil Hamilton and others in the cast are Helen Ware, Albert Gran, Vera Lewis, Lawrence Grant, Thelma Todd, William von Brinchen, Mischka Auer and Burr, McIntosh.

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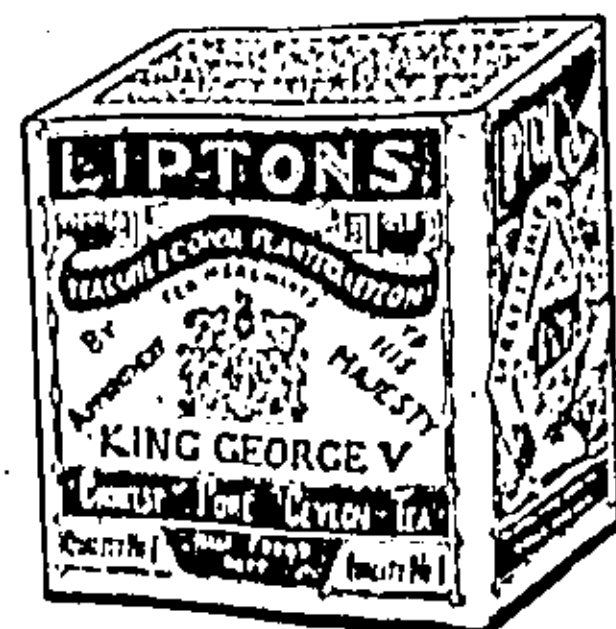
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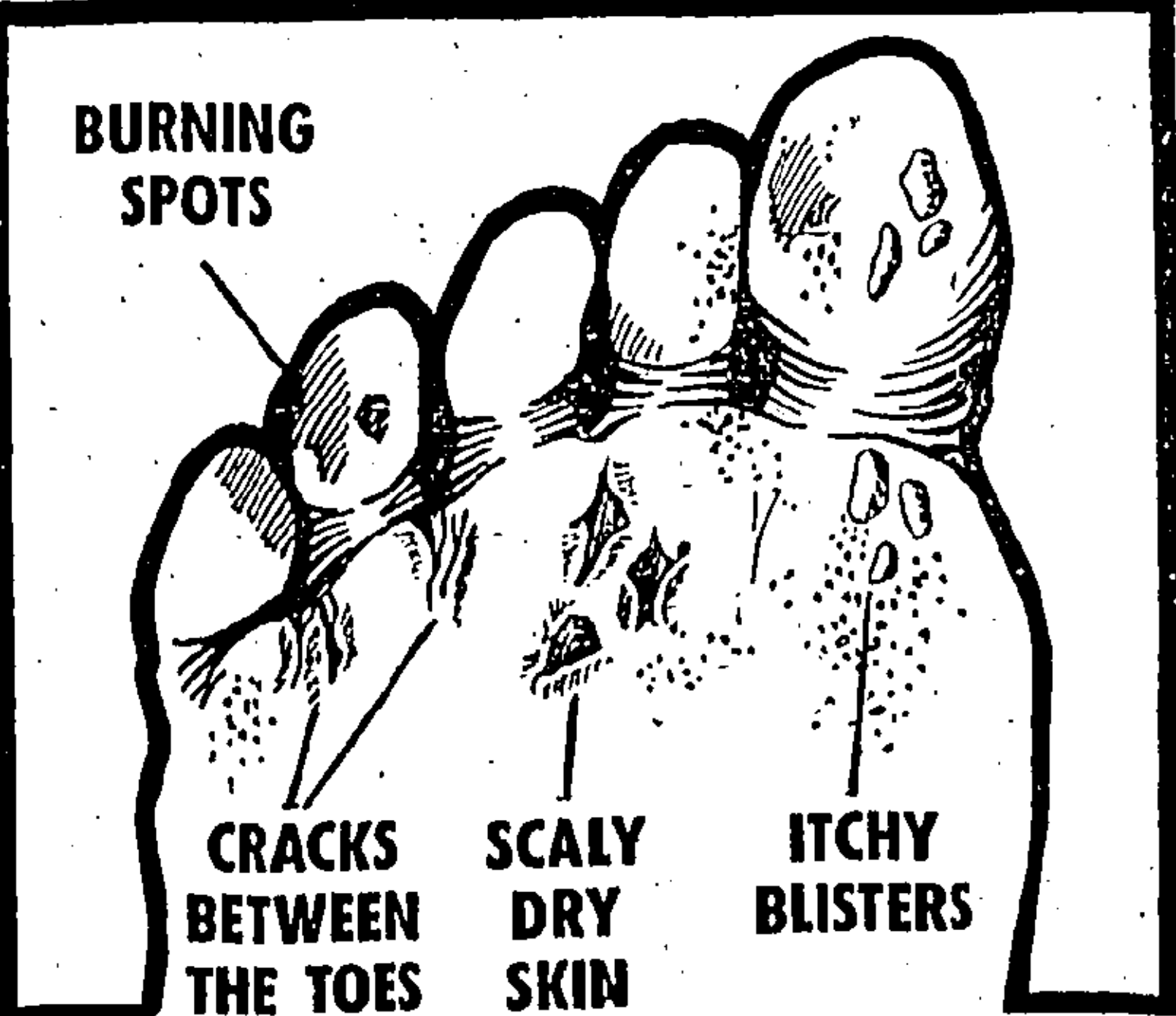
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CHEAPER RUNNING OF SHIPS

EFFECTS OF MODIFIED DESIGN

The ship of the future will be run much more economically as a result of important modifications in design which will follow discoveries made in the course of experiments, extending over two years, which have been carried out at the National Physical Laboratory at Teddington.

For years past scientists have realised that if the wind resistance of the superstructure of vessels could be lessened an enormous reduction in power—and consequently in fuel costs—could be effected. In the last two years intensive efforts have been made so to shape and place the superstructure that its wind resistance should be effectively reduced. It is in this direction that the scientists have triumphed, for they have discovered, for instance, that by shaping the bridge structure a different way they can cut down its wind resistance by half, and that by bringing the different parts of the structure together the total resistance is below that of any one part.

This represents one of the biggest steps forward in the progress of British shipping that has been made, for, if the wind resistance be decreased, it naturally follows that the power necessary to drive the ship is proportionately less, and thus a valuable saving in fuel costs is achieved.

The modifications in design which are suggested will not mean a revolutionary change in appearance. There is just one difference which will be noticed—funnels are to be oval-shaped instead of cylindrical.

TOWING A WHALE

SHIP'S ADVENTURE OFF ELBE

Berlin, Mar. 27.

A whale, over 26ft. long and weighing about six tons, has been caught at the mouth of the Elbe, near Cuxhaven. The monster was seen from a ship on Thursday stranded on some wooden piles close to land.

A boat was lowered, and, after a prolonged struggle, the crew succeeded in fastening an iron chain to the whale's tail and pulling the creature out into deeper water. They then fastened the chain to the stern of the ship and towed the whale into Cuxhaven.

Unfortunately, however, this method of transport made it impossible for the whale to raise its head above water, and by the time Cuxhaven was reached it had suffocated. The gigantic carcass was yesterday towed up to Hamburg.

FRENCH WOMEN & THE VOTE

HOPES BURIED FOR A TIME

Though the French women's hopes of voting in the coming election have been buried, it is more than probable that in the next Legislature they will obtain the vote. They might have had it now, but for the nearness of the elections.

Except for a group of misogynists in the Senate, Parliament is by now won over to the principle of women's suffrage. But the prospect of introducing it a few weeks before the polling pleased no one.

There are enough doubtful factors in the issue already without adding one so incalculable as feminine opinion. None of the parties have taken account of it in preparing their campaign, and none of them are prepared to risk such an unknown element.

This prudence is no doubt justified. It would be difficult to predict the effect of the women's vote on Parliament. The experiences of England in this respect, which are often cited, afford little indication. If the women brought in the Labour Party in 1928, it is pointed out, they might equally well be said to have swept them out again in 1931.

Influence of the Harvest. Nor is the position in France analogous. The majority of the French electorate belong to the agricultural population, the nature of whose vote depends largely on whether the year has been a good or bad one for the local harvest or the vine.

It is to be supposed that the women will be ruled by the same consideration—that is by a phenomenon impossible to depend on.

When you add to this element of uncertainty the weaker sex's capacity for doing the unexpected, it can be understood that the deputies which can only increase the part which chance plays in the prospects of their re-election.

DANUBIAN PLAN

HUNGARY SCEPTICAL.

Budapest, Mar. 17.

Although no definite criticism of the plan for the Danube States has yet emerged in the Press, a certain scepticism is evident.

It is asked what benefits this plan would bring to Hungary, and whether the disadvantages would not outweigh its advantages.

It is thought that Austria and Czechoslovakia would not provide a large enough market for the live stock and agricultural produce of Hungary, Rumania, and Yugoslavia, and the suggestion that the newly organised industries must be restricted is not agreeable to Hungarians, who have built up a promising industry with a good deal of sacrifice since the Armistice.

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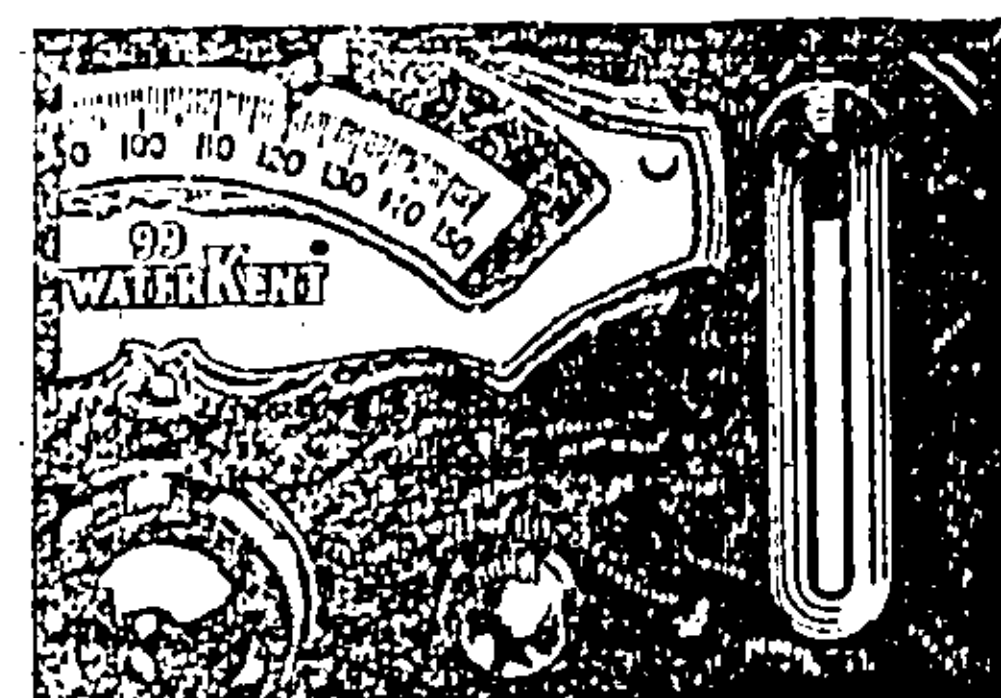


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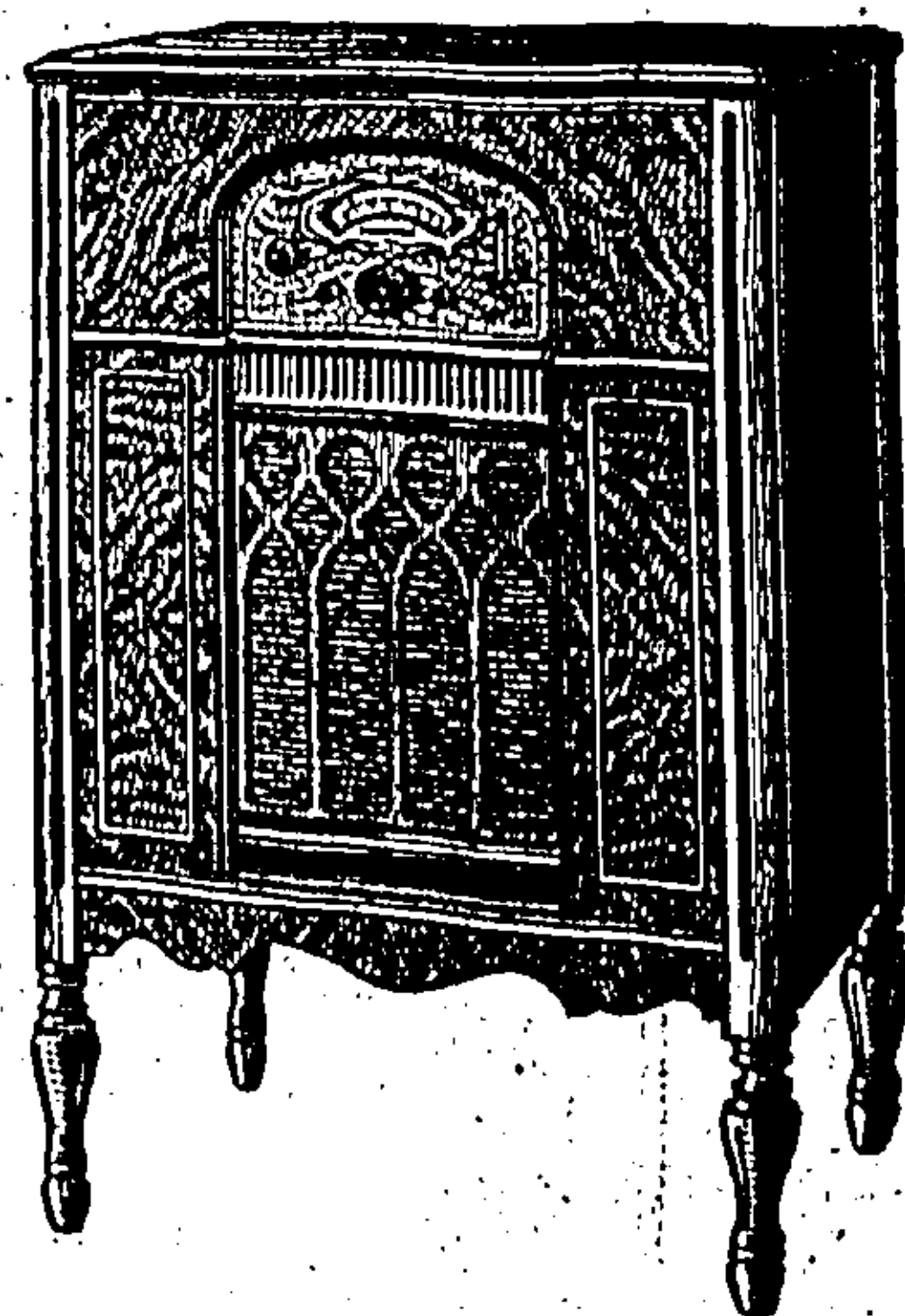
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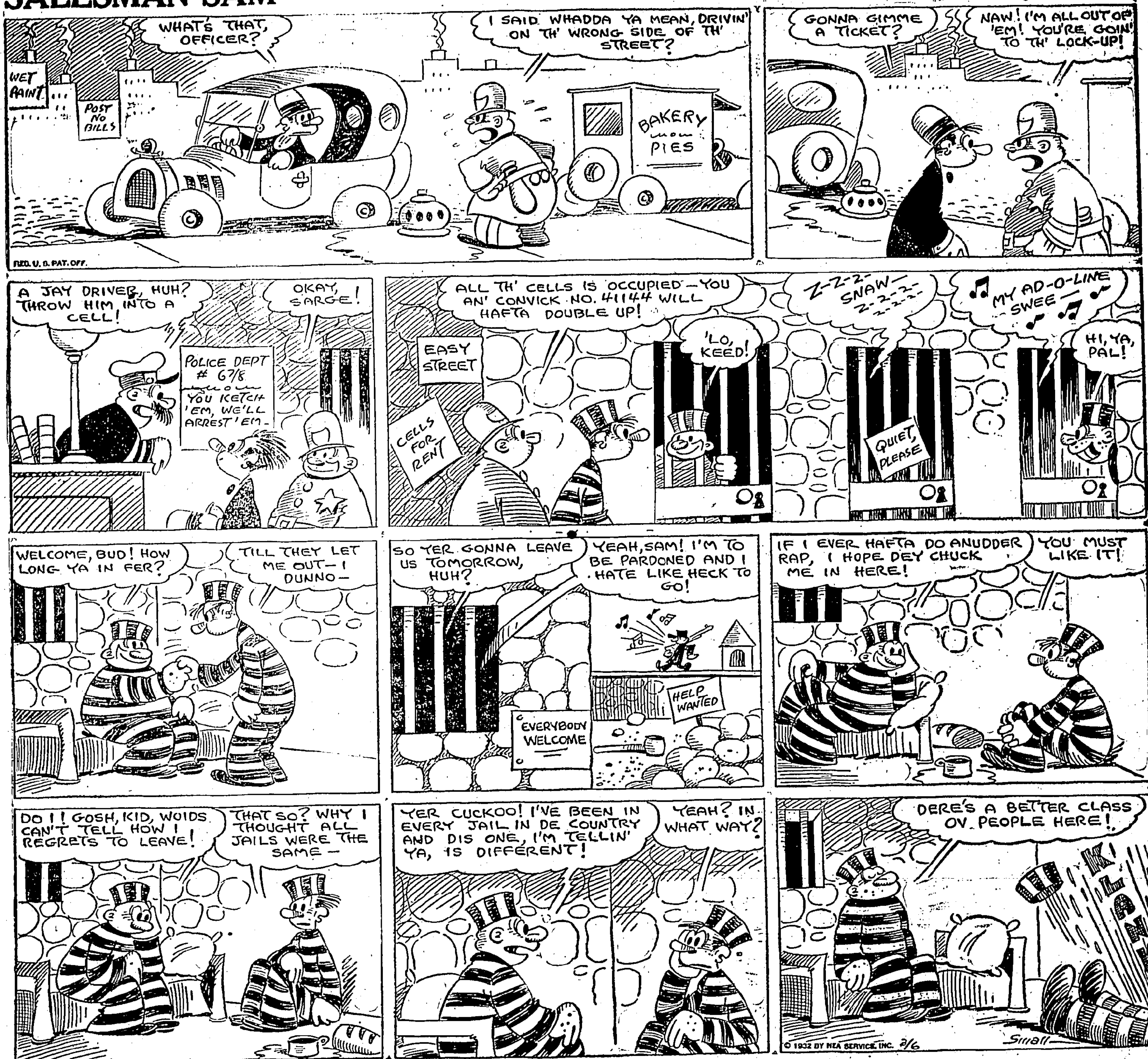


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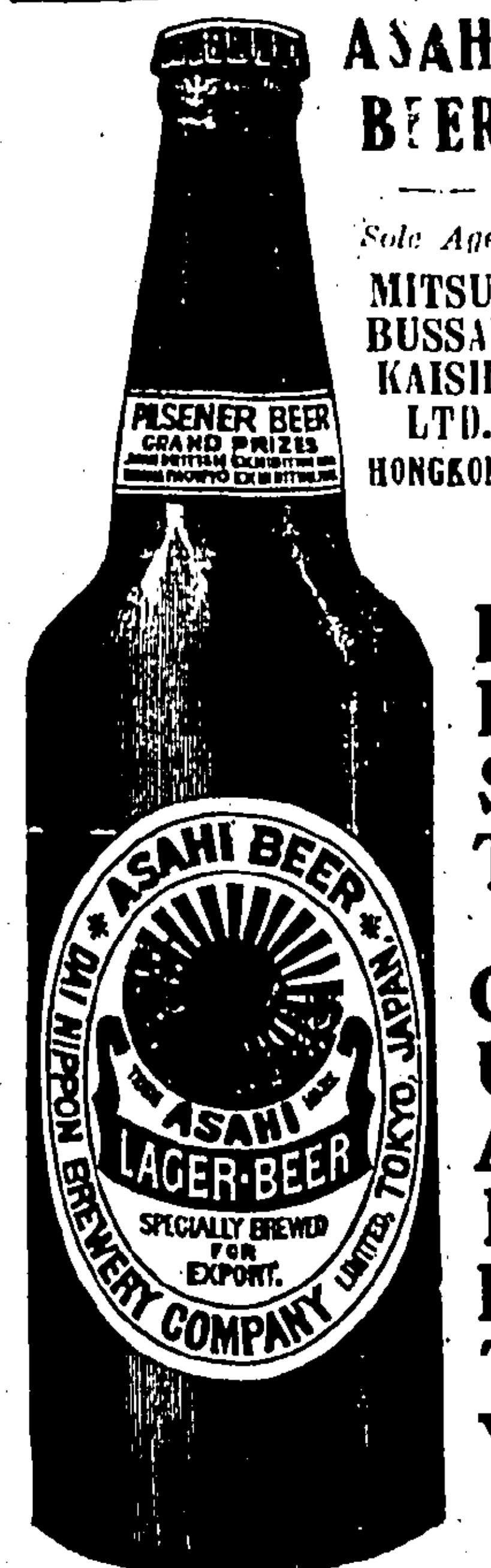
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BEST QUALITY

LATEST PEACE MOVE

EFFORTS TO FIND A FORMULA

Shanghai, Apr. 22. Mr. Quo Tai-chi and Sir Miles Lampson left for Nanking by steamer this evening. It is believed that they will confer with the Government leaders in an endeavour to reach some formula, acceptable to Japan.

Mr. Quo Tai-chi will also discuss his appointment as Minister to London, which he is reported to be unwilling to accept.

It is officially stated from Nanking that Mr. Quo Tai-chi will not go to England until the Chinese-Japanese conference at Shanghai has reached some definite agreement.—*Reuter*.

Geneva Restive.

Geneva, Apr. 22. Mr. Stimson and Mr. Hymans conferred for over an hour on the Chinese-Japanese deadlock to-day and there is reason to believe that Mr. Stimson has intimated conditions in which the United States will be able to accord support to the steps taken by the League.

There is a restiveness among the various delegations over the tardiness in terminating the current stage of the dispute.—*Reuter*.

Lyon Mission.

Tokyo, Apr. 22. While Changchun despatches report the growing cordiality of the Manchukuo to the Soviet in the expectation that the Soviet will be the first power to recognise the new state, Japanese reports, both from Changchun and Mukden indicate the Manchukuo's resentment of the indifference of the League Commission, which formally declined any reception accorded them by the Manchurian Government.

As the Commission also failed to send formal notification of its visit before its arrival it is reported that Government leaders will refuse to see the Commission, despite the Commissioners' plans to interview them.

In the meantime, representatives of the agricultural, commercial and industrial interests in Mukden Province are reported to have presented written petitions to the Commission requesting it to investigate the way in which the former military rule tyrannised and ground down the people, hoping that the Commission will endorse the present civil administration, which is declared to be making efforts to contribute to welfare and happiness.—*Reuter Special*.

Threat to Arrest.

Changchun, Apr. 22. A Rengo message says that the Manchurian Government has decided to arrest Dr. Wellington Koo and other Chinese accompanying the League Commission if they leave the S.M.R. Zone, and impose the extreme penalty for infringing the sovereign rights of the Manchukuo and disturbing peace and order.—*Reuter*.

"Divine Help."

London, Apr. 22. The *Manchester Guardian* in a leading article ridicules the account by Colonel Kohata in the Japanese *Weekly Chronicle* in which he ascribes the courageous exploits of the Japanese troops in Shanghai to their belief that they were fortified by divine help. The *Guardian* asks if Colonel Kohata associates divine help with the project of easy demolition of a populous Chinese suburb by air bombardment, which was particularly cruel and particularly disgraceful. "It is possible he does so in order to fortify his own conviction as to the righteousness of his cause," the article concludes.—*Reuter*.

C. E. R. Suspended.

Harbin, Apr. 22. Traffic on the eastern section of the C.E.R. has been suspended as the Old Kirinets have torn up the track at Lukashovo near Imienpo. It is reported that heavy fighting occurred yesterday between the Old Kirinets and the Manchukuo forces near Lukashovo in which over 100 Old Kirinets were killed and many wounded.

Considerable Japanese reinforcements have been despatched to Imienpo.—*Reuter*.

Station Master Held.

Harbin, Apr. 22. A Rengo message says that Japanese troops have apprehended M. Greskovsky, the Station Master at Imienpo on the Eastern branch of the C.E.R. after alleged conclusive evidence of his having been in collusion with the insurgents. The Soviet has demanded his release, and negotiations are pending.—*Reuter*.

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RUBBER INDUSTRY PROBLEM.

REGULATION OF SUPPLY NOT POSSIBLE

London, Apr. 22. The difficulties with which the rubber industry is contending were emphasised by Sir Herbert Wright, presiding at a meeting of the Rubber Growers' Association. "The changes in estate practice which have lowered costs," he said, "should not be regarded as permanent. The benefits of the first rise in selling price will in all probability, go towards improving the position of the small and labourers on estates, and making good the deterioration due to the lack of cultivation. The urgent problem is not of producing more rubber at a lower cost but finding more outlets for produce. Low prices might have to continue for many years before a large acreage of poor rubber is permanently abandoned."

Regulation Plan Shelved.

"The Association in the past two years has taken an active part in the endeavour to bring about legislation for the regulation of supplies but in view of the recent Anglo-Dutch Government announcement it had to be recognised that international regulation of production, however desirable and however advantageous, had to be shelved, possibly for all time.

Although the sequel is not, and cannot be known for many years, we feel, as owners and trustees of the industry, and the unquestionable value to civilisation, that our responsibility has been increased by the Government's decision. We must endeavour to rectify the position by adopting measures calculated to reduce the huge stocks on hand and increase the permanent demand for the product, so that the plantation industry will once again be re-established on a profitable basis."

Vulnerable Position.

"The industry is in a most vulnerable position, for science will undoubtedly enable the manufacturers to make one ton of rubber go much further in 1940 than in 1930.

Sir Herbert Wright considered the consumption of the present year unlikely to rise rapidly. According to some authorities it might not exceed 650,000 tons, while the potential supply might be much less than last year.

Government Attitude.

The Government's attitude towards the rubber problem was expressed by Sir Canille Lister in speaking on the Colonial estimates in the House of Commons.

He said he welcomed the recent restriction of negotiations because he was anxious to get an effective scheme of control, if possible. He was convinced of one thing—what the industry needed above all was the certainty as regards its future.

Any scheme must restrict production to an extent which in reasonable time would reduce stock to normal proportions and co-ordinate the supply and demand. It was quite impracticable to get any scheme to control native production. He regretted the conference's failure to produce a scheme, but was sure that the negotiators were right.—*Reuter*.

BOARDS OF TRADE PRESIDENT

RECTIFYING BILL PASSED

London, Apr. 22. The machinery was set in motion in the House of Commons to-day to repair the weakness of the President of the Board of Trade's position, revealed yesterday. The House promptly passed the "President of the Board of Trade Bill," removing the incapacity of the holder of that office from being elected, sitting and voting as a member of the House of Commons and indemnifying all holders since 1910 from the penal consequences incurred while acting irregularly.

The House of Lords will pass the Bill in all stages on April 25, enabling Mr. Runciman to resume his seat without delay.—*Reuter*.

MUSUSE OF POWER

ALLEGATIONS AGAINST CEYLON GOVERNOR

London, Apr. 22. Various Labour complaints suggesting the Governor of Ceylon's misuse of his powers in overruling the state council were answered by Sir Robert Hamilton, Under Secretary for the Colonies during a debate on the Colonial estimates in the House of Commons to-day. He pointed out that the Governor had certain duties, including the safe guarding of services, and on any matter which he considered of paramount importance. These powers had been used in only four instances.—*Reuter*.

MUI TSAI IN H.K.

NUMBERS REPORTED TO BE FALLING RAPIDLY

London, Apr. 22. In the House of Commons, Sir Robert Hamilton, Under Secretary for the Colonies, on a question of *mu tai* in Hongkong said that a great deal had been done in this matter. The number registered had steadily decreased year by year, and no fresh registrations were permitted.

Since November 1930, the numbers had decreased from 4,177 to 3,741.—*Our Own Correspondent*.

Sir Robert said largely owing to the interest taken in Britain, much has been done in Hongkong to put an end to this very difficult question. As a result of the Commons supporting the Governor-in-Council at Hongkong the number of registered *mu tai* was yearly decreasing. The Governor regularly communicated with the Colonial Office on the matter.—*Reuter*.

ONE MORE STEP

GENEVA AGREES TO SIR JOHN SIMON'S PLAN

Geneva, Apr. 22. The Disarmament Conference has agreed to Sir John Simon's qualitative resolution for the prohibition of certain classes of armaments of the more aggressive type, although its original form has been slightly amended.

The resolution was carried unanimously with great applause after Sir John had expressed his willingness to accept the amendment to placate French opinion, making the last sentence of the resolution read: "The possession and use of certain types of armament should be prohibited to any State, or internationalised through an international convention."

M. Tardieu (France) cordially thanked him and said: "The way is now clear, as far as the next cross roads, which will be the prohibition or internationalisation."—*Reuter*.



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J. STUART,
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THE VOLUNTEERS

CORPS ORDERS FOR THE COMING WEEK

Hongkong Volunteer Defence Corps. Orders by Lieut.-Colonel L. G. Bird, D.S.O., O.B.E., Commanding Hongkong Volunteer Defence Corps. Hongkong, Friday, 22nd April, 1932.

Parades.

(a) Corps Band.—All members of the Corps Band will parade at Headquarters at 5.30 p.m. on Friday, 6th May to meet the Band President.

(b) Battery.—1. There will be a parade on Thursday, April 28th, at Headquarters at 5.30 p.m. for Signal and Lewis Gun Instruction. 2. All ranks are reminded to keep Sunday, May 8th, free for a mechanical parade in Hongkong. Those who have not yet replied must do so at once. It is essential that every body turns out in order to make this a success. Details will be issued later.

(c) Corps Signals.—Parade at Corps Headquarters at 5.30 p.m. on Tuesday, 26th April for Signal Instruction.

(d) Machine Gun Troop.—Parade at Gunway Bay Stable at 5.30 p.m. on Thursday, 28th instant for Buck Snaffle Drill.

(e) Armoured Car Company.—Car Section. There will be a lecture at 5.30 p.m. at Headquarters on Monday, 25th instant.

(f) Machine Gun Company.—Kennedy Road Range is allotted for Casuals Part II Rifle on Sunday, 24th instant.

(g) Scottish Company.—1. Kennedy Road Range is allotted for Casuals Part II Rifle on Sunday, 24th instant. 2. Parades, Thursday, 28th April, 5.30 p.m. No. 6 Platoon at P. Saunderson. No. 7 Platoon at Headquarters under 2nd Lieut. A. W. Brown. For Machine Gun Instruction.

(h) Portuguese Company.—1. All ranks who have not fired Part II Musketry will fire at Peak Range on Sunday, April 24th. This is the last opportunity to fire for Efficiency. Range Officer—2nd Lieut. J. Lawrence. Firing will commence at 9 a.m. 2. The Company's Annual Shoot will take place at Stonecutters Range on Sunday, May 1st. Full details of competitions, times, of launches &c. will be issued to every member of the Company in due course.

(i) A.A.L.A. Company.—1. The A.P.C. Section will parade at 5.30 p.m. at North Point on Thursday, 28th instant. 2. The Portuguese Section will parade at 5.30 p.m. at Headquarters on Friday, 29th instant.

(k) The Officers Commanding the undermentioned Units will issue their Orders separately to their Commands:

I. Engineer Company.
II. Armoured Car Company.
Motor Cycle Section.

Range Dates.

Sunday, 24th instant Lieut. D. M. Richards, Stonecutters, Kennedy Road to be detailed later.

Annual Prize Distribution.
This function has been postponed until a date which will be notified later.

Dress Alteration In.

The Commandant has approved of the following alteration in the dress of the Armoured Car Section: Brooches will be abolished forthwith and an extra pair of slacks issued in lieu.

Command.

Lieut. D. M. Richards assumes command of No. 1 Platoon vice Lieut. H. Owen-Hughes (on leave) with effect from 13th April, 1932.

Appointment.

No. 460 L/Bdr. H. T. Buxton, Battery, relinquishes his appointment with effect from 15th instant.

Struck off the Strength.

Having Completed 3 Years' Service. No. 845 Pte. C. H. Douglas, Reserve Company, as from 13.10.31.

Having Left the Color. No. 1637 Tpr. T. Lindars, Machine Gun Troop, as from 7.4.32.

No. 1116 Pte. R. Drummond, No. 7 Platoon, as from 23.3.32.

Strength.

The following have been taken on the Strength:

No. 1801 Pte. E. H. Watts, Motor Cycle Section, Date joined 18.4.32.

No. 1802 Pte. M. E. Tavlin, No. 3 Pln., Date joined 19.4.32.

No. 1803 Pte. H. A. Kekwick, A.S.C. Cadre, Date joined 1.3.32.

No. 1804 Pte. C. de Saillie-Robertson, A.S.C. Cadre, Date joined 15.3.32.

No. 1805 Pte. C. M. Hall, A.S.C. Cadre, 23.3.32.

No. 1806 Pte. R. T. Nelson, A.S.C. Cadre, Date joined 5.4.32.

No. 1807 Pte. B. B. Laycock, A.S.C. Cadre, 11.4.32.

No. 1808 Pte. D. Stewart, A.S.C. Cadre, Date joined 11.4.32.

No. 1809 Pte. J. C. Power, A.S.C. Cadre, Date joined 11.4.32.

No. 1810 Pte. A. M. Parker, A.S.C. Cadre, Date joined 11.4.32.

No. 1811 Pte. G. Miskin, A.S.C. Cadre, Date joined 11.4.32.

No. 1812 Pte. C. Blaker, A.S.C. Cadre, Date joined 12.4.32.

No. 1813 Gnr. W. F. Webb, Battery, Date joined 21.4.32.

No. 1814 Sigm. G. R. Hulbert, Corps Signals, Date joined 22.4.32.

Leave.

Lieut. V. C. Brannon, M.C., No. 2 Platoon, granted 8 months' sick leave from 1.4.32 to 30.6.32.

No. 221 Sgt. Dmr. W. Brown, Reserve Company, granted leave from 0.4.32 to 1.4.33.

W. H. G. GATTEL, CAPTAIN, Adjutant, H.K.V.D. Corps.

Notice.

Officers' Mess Meeting.

The Officers' Mess meeting will be held at Headquarters at 5.45 p.m. on Friday, 20th instant. All Officers will attend.

After Orders.

Armoured Car Company, Motor Cycle Section.

Parade at Headquarters at 5.30 p.m. on Monday, 25th instant for Revolver and Machine Gun Instruction.

LAUSANNE PARLEY.

GENEVA DECIDES ON OPENING ON JUNE 16

London, Apr. 22.

It is understood that as a result of yesterday's conversations between statesmen at Geneva, the date of the opening of the Lausanne conference on debts and reparations was fixed for June 16.—British Wireless.

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Charles FARRELL

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(HAL) M.S. "Leverkusen" ... 1st May Genoa, Rotterdam, Hamburg.

(HAL) M.S. "Ruhr" ... 15th May Genoa, Rotterdam, Hamburg.

(NDL) S.S. "Isar" ... 22nd May M'lies, Oran, C'blanca, L'don, R'dam, H'burg, B'men.

(NDL) S.S. "Bergeland" ... 20th May Genoa, Barcelona, Rotterdam, Hamburg.

(HAL) M.S. "Coblenz" ... 1st June G'os, B'lona, R'dam, H'burg, B'men.

18th May (NDL) M.S. "Saele" ... 14th June Mar. C'blanca, L'don, R'dam, H'burg, B'men.

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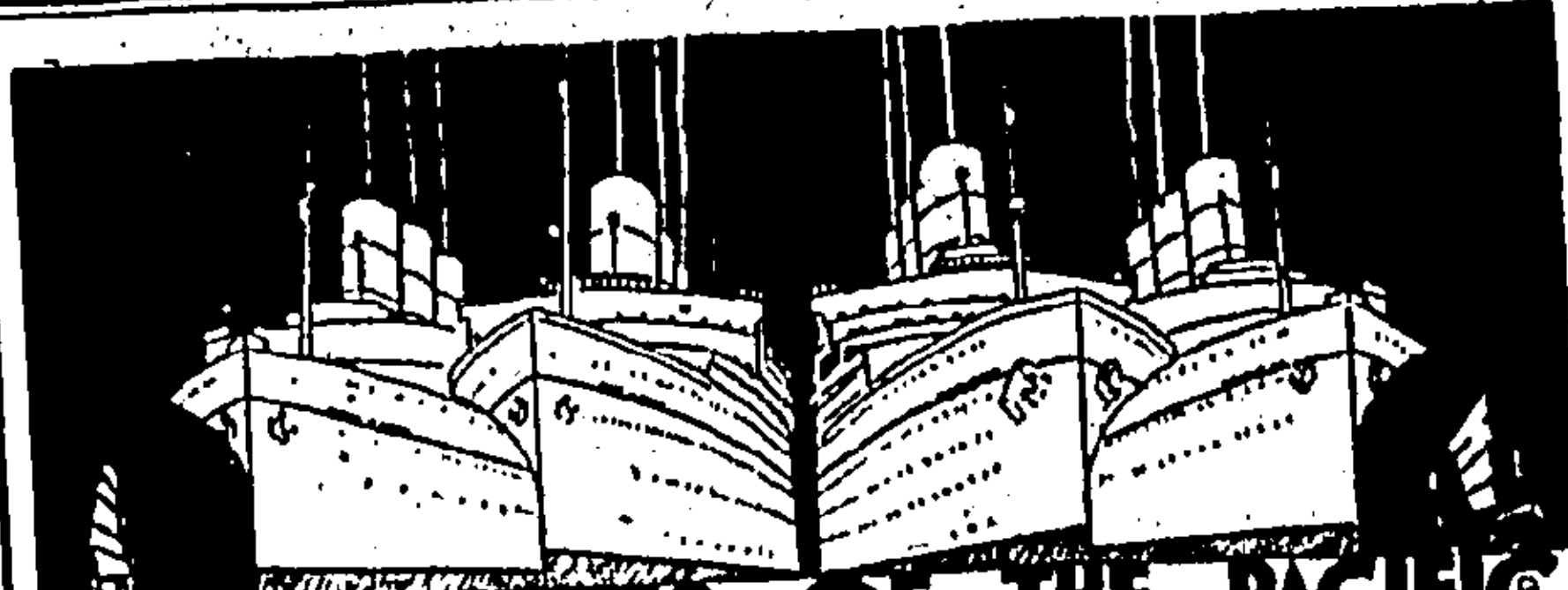
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Empress of Canada	July 29	Aug. 1	Aug. 3	Aug. 5	Aug. 7	Aug. 9	Aug. 11
Empress of Russia	Aug. 12	Aug. 15	Aug. 17	Aug. 19	Aug. 21	Aug. 23	Aug. 25
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Pres. V. Buren Sun., May 29, 8 a.m.

Pres. Taft ... Apr. 23, 6 p.m.

Pres. Pierce ... May 1, 8 a.m.

Pres. McKinley ... May 3, 6 p.m.

Pres. Jefferson ... May 7, 6 p.m.

Pres. Monroe ... May 15, 8 a.m.

Pres. Grant ... May 17, 6 p.m.

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PRESENTATION TO
MR. WARREN.BY MEMBERS OF KOWLOON
UNION CHURCH

Members of Kowloon Union Church assembled in the Church Hall last night for the purpose of bidding goodbye and Godspeed to Mr. D. F. Warren, who has been a valued and beloved worker for the furtherance of the Church's activities during his residence in the Colony, and who is leaving Hongkong soon.

On behalf of members of the Church, Mr. Warren was presented with a beautiful Blackwood tray, bound with silver corners and with superimposed silver dragon, together with an artistic example of Chinese ivory carving in the form of a vase, the presents being for himself and his wife, who is in Canada. Both pieces, which were inscribed, "Presented to Mr. and Mrs. D. F. Warren by members of Kowloon Union Church, 22nd April, 1932, Hongkong," were handed over to Mr. Warren by Mrs. Mackintosh.

The meeting took the form of a social, a programme being sustained by the Misses Bragg (piano and violin), and songs by Mrs. Robson and Mr. E. W. L. Hogbin.

After tea had been served, the Pastor, Rev. Dr. E. L. Allen, thanked the members of the Church for the unfailing kindness and loyal support that they had given to himself and his wife since they had come to the Colony, and then referred to Mr. and Mrs. Warren, saying they had assembled to any goodbye to Mr. Warren. He was, said Dr. Allen, one whose personality and service had been built into the very building of the Church, and he did not think that anyone could say how much the Kowloon Union Church owed to Mr. Warren. Since arriving in Hongkong he had given all the loyal service in support of the Church that lay in his power, and he would be greatly missed for the work he had done. He would not only be missed by the Church but by the whole life of the Colony, but all they could do was to wish him a regretful goodbye and Godspeed.

Mr. G. R. Loib also paid a tribute to Mr. Warren, pointing out that the social was a dual event, the first anniversary of the Church and the farewell. Mr. Warren, said the speaker, had endeared himself to all and it was their earnest prayer that he and his wife would spend many years in the service of the Church which they had served so splendidly while in Hongkong.—(Applause).

Best Wishes.

In a brief speech, Mr. D. Gow referred to the fact that Mr. Warren's characteristics of kindness and fairness so often displayed on the bowling green, were so evident in his other activities. His experience and counsel in Church matters had been of the greatest assistance, and his genial and encouraging manner had meant more to them than could be realized. All their best wishes would go with Mr. and Mrs. Warren in their future life in Canada.—(Applause).

Mr. Warren's Reply.

Replying, Mr. Warren expressed thanks on behalf of himself and his wife for the presents and the good wishes that went with them. He added he regretted exceedingly that his wife could not be present to hear the complimentary things said about her but he would give her a full report of the meeting.

He continued, "We have, in this Church, the finest class of men that you will find in any Church, yet, gentlemen, you are not half good enough for the wives that you have."—(Laughter).

Mr. Warren pointed out how fortunate they had been to secure the services of Dr. Allen as their Pastor, and Mrs. Allen, and urged members of the Church to give them their loyal and unfailing support in all undertakings.

After explaining that it had been regarded, both by himself and his wife, as a privilege to serve them, Mr. Warren again expressed his thanks for the presents and good wishes.

Other Members Leaving.

Members also took the opportunity of saying goodbye to Mr. and Mrs. Gardner and family, and

SPRING FESTIVAL
AT QUARRY BAY.CHILDREN'S DELIGHTFUL
DISPLAY

Sixty fresh - complexioned, healthy, looking children welcomed the Spring at a Spring Festival in the Quarry Bay School yesterday morning.

There is no gainsaying the appeal of a concert by small children. No stage-fright, no self-consciousness. They take their parts with more naturalness than an adult player of the professional stage.

The children of the Quarry Bay School gave a delightful entertainment. Spontaneous in all their actions, they reflected the highest credit on their teachers and exhibited no mean individual skill.

With happy abandon, they danced on to the lawn, on the edge of which parents and visitors were seated. In the rear, tripping to the sweet strains of Mendelssohn's "Spring Song" came the Queen of the May (Barbara Starling) attended by two pages (Dorothy Woodward and Rodney Baker).

After singing "The Queen of the May" and "A Song of May," the children executed a Maypole dance faultlessly, chanting the while that old favourite of childhood days "Come Lassies and Lads."

The "Percussion" Band, accompanied by piano and violin played "Ballet Music" and "Marche Militaire," two of Schubert's best-known pieces. As the little ones stood in a half circle with their triangles, drums, tambourine and other instruments, the picture they presented must have conjured up in the minds of not a few the story of the old toymaker and his toys which came to life at night—the story which has been adapted to Marche Militaire.

Much of the pretty effect in the concerted numbers was due to the quaint costuming of the children—the boys as shepherds and the girls as shepherdesses.

The staff responsible for the training of the children comprised Miss G. M. Cotton (Principal of the school), Mesdames E. Booker and A. G. Jefford, Misses Swift, Knill and J. F. Looker.

Lady Peel was the guest of honour and received a beautiful bouquet from the children. Others present included Mr. de Martin (Director of Education) and Mrs. de Martin, Mr. A. O. Brawn (Inspector of English schools), Mr. and Mrs. Edwards, Mr. A. R. H. Phillips (Taikeo Sugar Refinery) and Mrs. Phillips.

During an interval in the programme, Lady Peel presented the first and second prizes for gardening to Rhodie Stalker and Mona Shand respectively.

At the conclusion of the concert, an exhibition of the children's work was inspected by parents and visitors. The Kindergarten section was particularly interesting, and the work of the very small children was commented on favourably.

Mr. and Mrs. Othen and family, who are leaving Hongkong in the course of the next week or two, Dr. Allen paid a warm tribute to the work they had done in which he was supported by Mr. A. W. Ingram.

FAMOUS AMERICAN
AVIATOR.ABANDONS FAR EASTERN
FLIGHT ATTEMPT

Among the departures by the Empress of Russia yesterday were Mr. and Mrs. Z. Smith Reynolds. Mr. Reynolds, who is a member of the Reynolds family of Winston Salem, North Carolina, makers of the famous Camel cigarettes, has been engaged on an unobtrusive flight of the Far East in his private amphibian plane. Owing to engine trouble and a damaged wing pontoon, he has, however, now abandoned the flight, and is returning to America with his wife on the Empress of Russia.

In an interview yesterday, Mr. Reynolds said that it had been his intention to make an aerial hunting tour of French Indo-China with his wife, who joined him recently at Hongkong.

"Motor trouble, and a broken wing tip pontoon, however, forced me to give up my project," he said. "The repairs would be rather difficult to effect out here, and the easiest thing to do is to abandon the flight and ship the 'bus' back to America."

"I was rather lucky regarding the damaged pontoon, as I did not notice it until I had landed at Fort Bayard."

Mr. Reynolds departed from Croydon Airport, in England, early in February and followed the Imperial Airways route to India. From there he flew to Persia and across to Bangkok and Hanoi, and reached Fort Bayard a fortnight ago. Although the engine trouble did not actually force a decision, Mr. Reynolds deemed it wise, in view of the country to be traversed, to effect repairs before proceeding to Saigon.

Mrs. Reynolds was formerly "Libby" Holden, famous Broadway actress and was known as the "Lady Baritone of Broadway."

The plane, which was placed on board the Empress of Russia yesterday morning, excited much comment as it was towed up the harbour behind a steam launch to the side of the ship.

FORGED TRADE MARKS
ON SINGLETS.TUNG HING FACTORY'S CASE
AGAINST A WOMAN

Trade-mark "piracy," affecting a local factory was described by Mr. H. L. Denny when appearing before Mr. Schofield at the Central Magistracy yesterday on behalf of the Tung Hing Knitting Factory, in a summons they had taken out against a Chinese woman for possession of singlets to which their Fruit Brand had been unlawfully applied, for possession of imitation singlet fronts, and of forged labels.

The proceedings resulted from a raid by Detective Sgt. O'Connor and a party of Police at 96, Second Street, West Point, recently, when the woman now being charged was arrested consequent on the discovery of 14 dozen of the questionable singlets, as well as of other articles which went to indicate that an extensive business was being carried on.

Mr. Denny stated that it had been impossible to locate the source of these forgeries, the reason being that there was no established factory and the illegal business was being carried out in a clandestine manner by people taking materials

OBITUARY.

A FORMER RESIDENT OF
HONGKONG

News was received in Shanghai last week of the death, which occurred in London on April 12, following an operation, of Mr. Herbert Campbell Gulland, manager of the International Banking Corporation from 1909 until his retirement from China in 1922, says the N. C. D. News.

The late Mr. Gulland, who was about 70 years of age, was born in Scotland and he came to Shanghai in 1897 as an accountant for the Chartered Bank of India, Australia and China. Remaining with that bank for about five years, he joined the International Banking Corporation as Yokohama manager and, after a stay of some years in Japan, he returned to Shanghai in 1909 as manager of the local branch, and stayed with that institution until he retired to his home in the New Forest, London, in 1922.

Deceased was of a retiring disposition but he was a keen horseman. Indeed, so keen a rider was he that he won a paper hunt when he was about 60 years old. He was a member of the Shanghai Club, the Shanghai Race Club, the Country Club and the Shanghai Hounds and also a member of the Thatched House Club in London.

During his stay in Shanghai, Mr. Gulland rendered invaluable services to the community as a member of the Shanghai Municipal Council, on which he served for 2½ years, from 1911 to 1915. Deceased was a fine type of man. He possessed a charming and delightful personality and his kindness and his courtesy were well known. He is survived by a widow, two sons and a daughter, to whom much sympathy is extended.

THE DIME-A-DANCE
GIRL.

(Continued from Page 3.)

meetings. What fun they would have!

Gradually there crept into the air a tenseness that made their very gaiety inappropriate.

Larry's sentence trailed into brooding silence. He was holding Ellen's hands in his own. One of them loosened and then the other. With a feeling of pure ecstasy and a painfully beating heart she felt his hands at her shoulders. She was trembling and her eager lips were parted.

She was almost in his arms when he muttered huskily that it was time for little girls to be in bed and, without a backward look, ran down the stairway.

(To be Continued.)

to different floors, as in this case, where they were made up into the completed article.

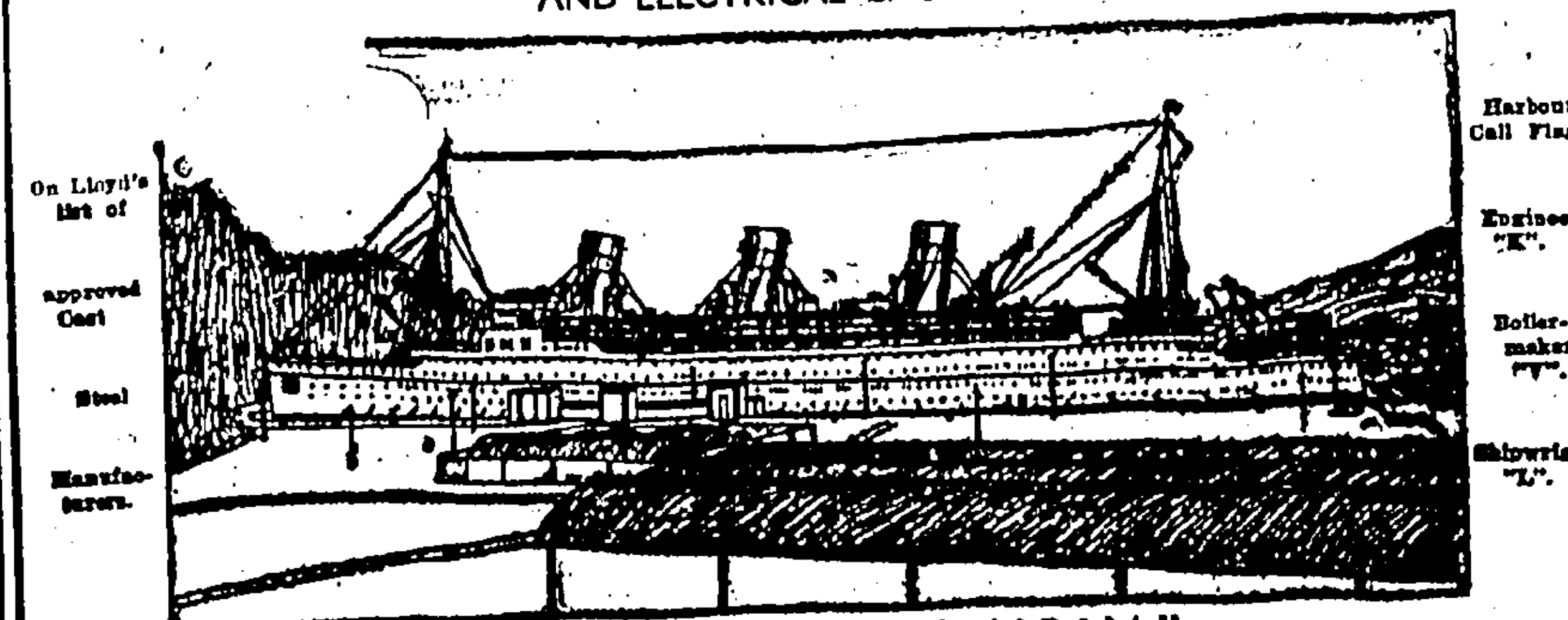
The singlet with the imitation fronts sewn on, and bearing the printed marks, would then be distributed to and retailed by hawkers in the streets at about half the cost of the genuine article.

His Worship held that there was no sufficient evidence to show that the woman, although she might have been long employed, had had guilty knowledge concerning the spurious nature of the marks. He accordingly discharged her, but ordered all the materials seized to be returned to the complainants.

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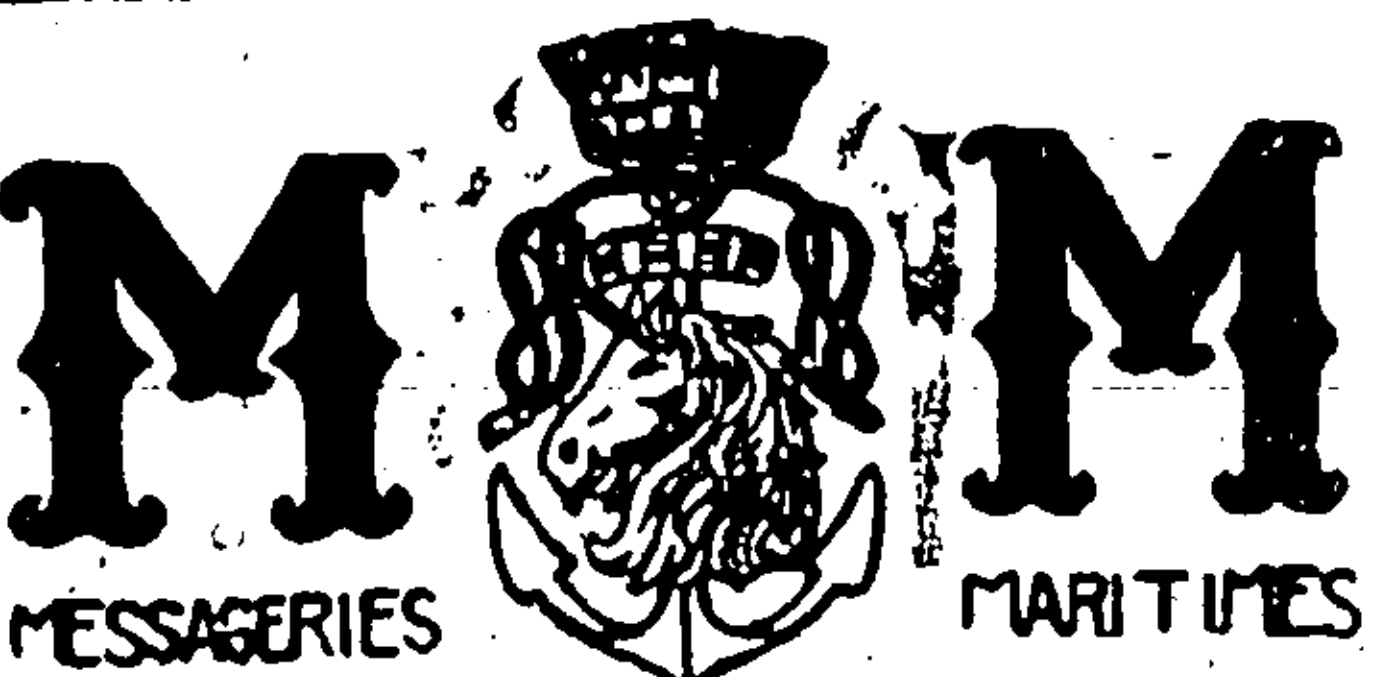
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Athos II .. 10th May.	Porthos .. 10th May.
D'Artagnan .. 24th May.	Chenonceaux .. 24th May.
Andre Lebon .. 7th June.	Athos II .. 7th June.
Felix Roussel .. 21st June.	D'Artagnan .. 21st June.
C. Metzinger .. 5th July.	Andre Lebon .. 5th July.
Angers .. 19th July.	F. Roussel .. 19th July.
..... 2nd Aug.	G. Metzinger .. 2nd Aug.

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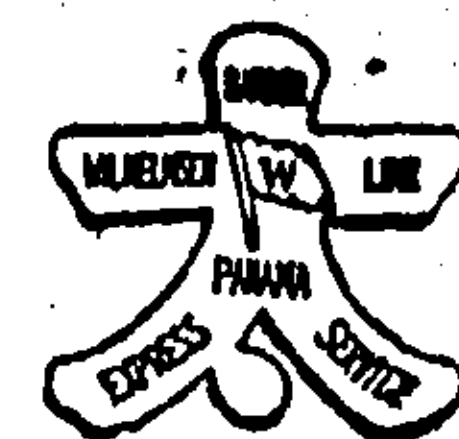
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RAWALPINDI	17,000	23 Apr. noon.	Bombay, M'los & L'don
*ALIPORE	5,300	1st May.	Straits, Colombo & B'bay
RANPURA	17,000	7th May.	Bombay, M'los & L'don
*ISOMALI	6,800	14th May.	B'bay, M'los, L'don, Havre, H'burg, Rotterdam, Antwerp & Hull
CHITRAL	15,000	21st May.	Bombay, M'los & L'don
*KIDDERPORE	5,300	31st May.	Straits, Colombo, & B'bay
RANCHI	17,000	4th June.	Bombay, M'los & L'don
*BANGALORE	6,500	11th June.	B'bay, M'los, L'don, Havre, H'burg, Rotterdam, Antwerp & Hull
NALDERA	16,000	18th June.	Bombay, M'los & L'don

*Cargo only. (Calla Casa Blanca. (Calla Djibouti.)
Frequent connections from Port Said for Passengers and Cargo of
Constantinople, Piraeus, Smyrna and other Levant Ports by Steamers
of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS.

TAKADA	7,000	30th Apr.	S'pore, Penang & Calcutta
SIRDHANA	8,000	17th May.	S'pore, Penang & Calcutta
TILAWA	10,000	28th May.	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st
and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

NELLORE	7,000	30th Apr.	Manila, Rabaul,
TANDA	7,000	3rd June	Brisbane, Sydney
NANKIN	7,000	2nd July.	and Melbourne.

Regular Monthly Sailings from Hongkong to Shanghai and Japan
and Hongkong to Australia.

Hong-Kong to Sydney—19 days.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via N.
Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of Steamers to London via Suez.
The New Zealand Shipping Co.'s Steamers for Southampton and
London via Panama Canal.

SAILING TO SHANGHAI & JAPAN.

KIDDERPORE	53,000	25 Apr. noon.	S'hai, Moji & Kobe
BANGALORE	6,500	30th Apr.	S'hai, Moji, Kobe & Yok
RANCHI	17,000	5th May.	S'hai, Kobe & Yok
TILAWA	10,000	6th May.	Amoy, S'hai, Moji, Kobe, & Osaka
TANDA	7,000	6th May.	S'hai, Moji, Kobe, Osaka & Yok
TALMA	10,000	19th May.	Amoy, Moji, Kobe & Yok
NALDERA	16,000	19th May.	S'hai, Moji, Kobe & Yok
BHUTAN	6,000	29th May.	S'hai, Kobe & Yok

*Cargo only.

All data are approximate and subject to attention without notice.
Parcels Measuring not more than 5 c.ft. will be
received at the Co.'s Office up to noon on the day previous to sailing

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.,
Agents.
P. & O. Bldg., Connaught Rd., C.

TRAVEL A.O. LINE.

To AUSTRALIA. Calling at Manila (P.I.), Thursday Is., Cairns,
Townsville, Brisbane, Sydney & Melbourne.

British Steamers: CHANGTE—TAIPIING (Oil Burners).

FASTEST & MOST UP-TO-DATE STEAMERS IN THE SERVICE.

ELECTRIC LAUNDRY, BARBER SHOP, SURGEON AND

STEWARDS CARRIED.

Enjoy Your Short Leave in Australia and New Zealand,
Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, \$78 RETURN

" " LONDON (via Australia) from \$136/15/6.

" " (Australian Newspapers on file).

STEAMER Due H'Kong Leaves H'Kong Leaves Manila Due Sydney

TAIPIING	May 10th	May 20th	May 27th	June 8th
CHANGTE	June 10th	June 21st	June 24th	July 10th
TAIPIING	July 12th	July 22nd	July 25th	Aug. 10th
CHANGTE	Aug. 12th	Aug. 23rd	Aug. 26th	Sept. 11th

AUSTRALIAN-ORIENTAL LINE, LIMITED.

Butterfield & Swire, Agents.—Hong Kong—Shanghai.



FINAL SHOWINGS TO-DAY

at 2.30, 5.15, 7.15 & 9.30 p.m.

A drama of the real love of a Princess
and the Home Life of Kings and Queens.
ROMANTIC—HUMOROUS—THRILLING

TIFFANY PRESENTS

the COMMAND PERFORMANCE

Can the Social Standards Attained by Royalty
Restrain the Emotional Love of a Commonplace
Actor and an Aristocratic Princess? A most
Romantic Picture Piercing the Inner Sanctum of
Royal Love which is as Simple and Pure as that
between an Office Girl and a Clerk!

NEIL HAMILTON • UNA MERKEL
HELEN WARR • ALBERT GRAY
Directed by WALTER LANG

A JAMES CRUZE PRODUCTION

NEXT CHANGE
An amazing picture that hits you with a
heart-quivering bang

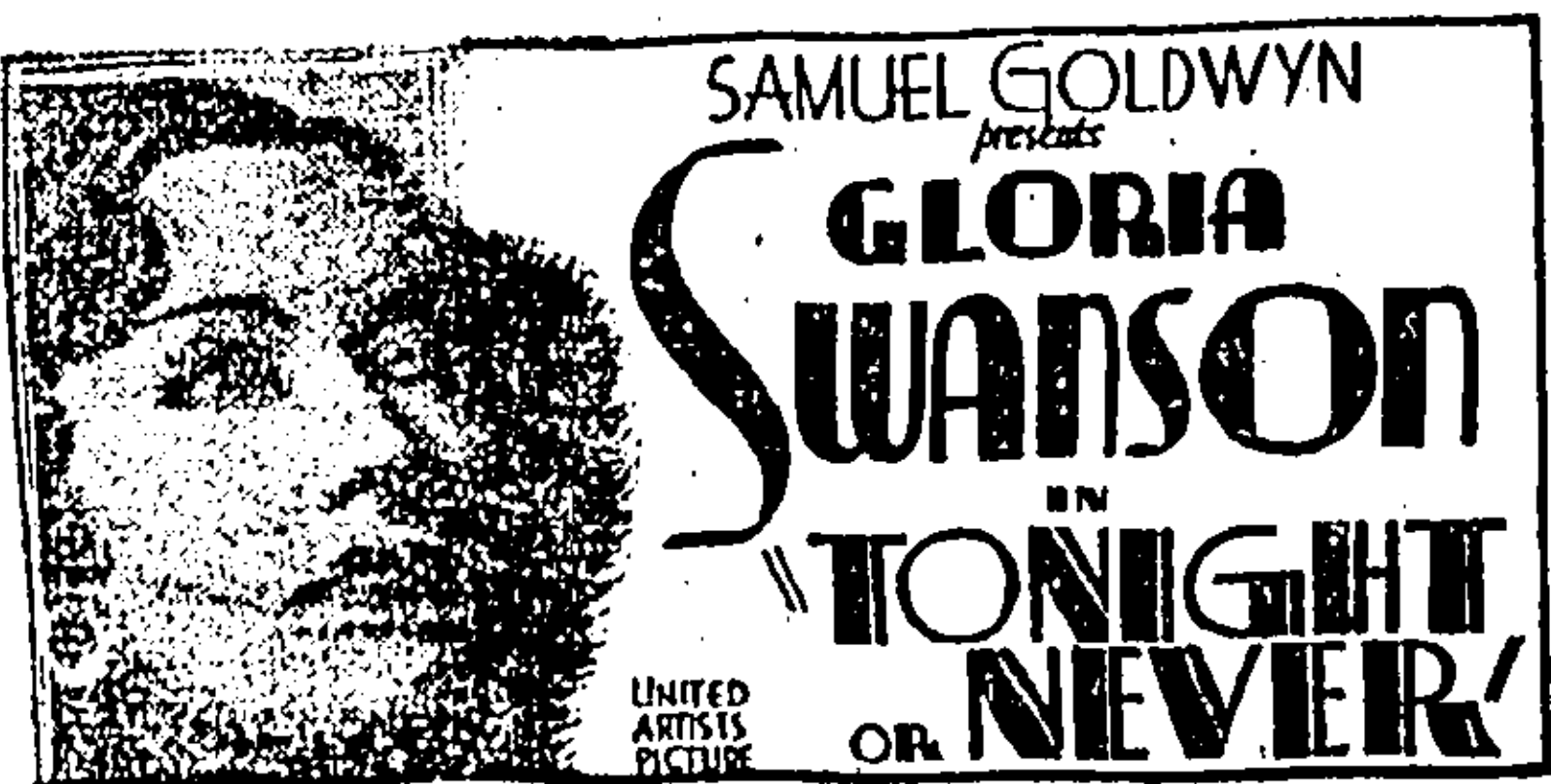
THE MAD PARADE

The thrilling story of 9 Women caught in a Man's War
With Evelyn Brent, Irene Rich, Louise Fazenda, June
Olyde, Marcelino Day, Lilyan Tashman, Fritz Ridewald
and the Keating Twins.

SHOWING SOON



A NEW FOX PRODUCTION.
ALSO



AND
DENNIS NELSON TERRY & BETTY STOCKFELD
IN

"77 PARK LANE"

The Latest 1932 United Artists Special Features.

LIQUOR LICENCE FOR GLOUCESTER BLDG.

APPLICATION APPROVED

The application made by Mr. Percy
Ingham Newman, for a publican's
licence without bar, on the Restaur-
ant and 4th, 5th, 6th, and 7th floors
of Gloucester Building, was yesterday
approved by the Licensing Board.
The Hon. Mr. W. T. Southern
presided over the meeting, when it

was emphasised that the licence was
issued on the clear understanding
there would be no bar, but that
liquors would be served for the
benefit of the restaurant and
residential part of the building.

Others present were—Hon. Mr. J.
Owen Hughes, Hon. Mr. C. G.
Alabaster, K.C., Messrs. J. L.
McPherson, C. Champlin, J. A.
Plummer, C. G. Perdue (A.S.P.),
J. M. Wong, and the Secretary
(Mr. D. M. MacDougall).

SCHNEIDER TRIO IN CANTON

SPLENDID PROGRAMME
OFFERED.

Canton, Apr. 22.

The world famous Schneider
Trio gave a most successful enter-
tainment in the Canton Club
Theatre last night, the auditorium,
which holds about 200 people, be-
ing fully booked. The programme
was as follows:—Trio in D Major,
Joseph Haydn; Sonata for Violin,
Handel; Sonata for Violoncello &
piano, Rachmaninoff; Trio, Gret-
chaminow.

It is extremely hard to say which
of these items was interpreted
best, but perhaps the most out-
standing feature was the final trio,
which was applauded to such an
extent that the demands for an
encore had to be conceded. Prof.
Baron Anatol Vielinghoff-Scheel
being kind enough to play Chopin's
Scherzo C sharp. His rendering of
this beautiful work was magis-
ficent, and the audience sat spell-
bound. The effect produced by
the trio playing instruments was as
if the three instruments were
played by but a single master, so
perfectly in unison were the per-
formers.

The Schneider Trio will give an-
other performance in the Young
Men's Christian Association on
Saturday night, and judging by the
appreciation shown on Thursday
night they will have another
full house. —Our Own Correspondent.

KING'S THEATRE

AN ATTRACTIVE BILL
OF FARE.

The presence of an Easterner
amongst a crowd of hard-boiled
Westerners, and the surprise
packet which he has in store for
them, are the chief ingredients in
the story of "The Holy Terror,"
which is now being shown at the
King's. George O'Brien takes the
title role, being assisted on the
romantic side by Sally Eilers, his
performance leaving nothing to be
desired in the way of action and
excitement.

The current programme is draw-
ing crowded houses, as much due
to the attractiveness of the picture
as to the novel and sensational
vaudeville show in which the ero-
tillation is staged of a lady being
guillotined, her head being ap-
parently cut off and placed on a
sword. Another clever act is by
Miss Van Camp with her trained
pigeons. A third act which con-
clude the vaudeville is a demon-
stration of mind-reading by
Princess Zenda.

The show is in every way a
varied and enjoyable one and to
be recommended to the attention
of theatre-goers.

THIS AFTERNOON'S RACING

PROSPECTS OF FAST
GOING

(By "Ringtail").

A programme of ten events will
be decided at Happy Valley this
afternoon, and, judging by the en-
tries which have been received,
some very interesting racing should
be seen especially as I have been
informed that the track is very
fast and in first class condition.

The St. George's Plate is the
principal event on the programme
and a good field of our best griffins
of this season should start. The
pick of the entrants appear to be
Doctor's Mandate, Princess Hall,
Don, The Lion, and possibly Dee.

The two races set aside for Aus-
tralian ponies should be of in-
terest as race-goers are wondering
if this season's batch are as good
weight carriers as those which
were imported in 1931.

My selections are:

1st Race.
But After That
Lucy Glitters
Canny

2nd Race.

Bag and Baggage
King's Bounty
Sadko

3rd Race.

The Gadwall
Christmas Joy
Gold Bar

4th Race.

Blue Heaven
Christmas Bells
Hellyell

5th Race.

Valorous
Tiane
Nippy

6th Race.

Princess Hall
Don
The Lion

7th Race.

Gold Ring
Batre
Adam

8th Race.

Little Beaver
Deveron
Wembley Star

9th Race.

Season Ticket
Woodland Star
Polar Star

10th Race.

Until Then
Hirwego
De Bene

In exercise of the powers con-
ferred by Section 2 of the Prisons
Ordinance, His Excellency the
Governor has ordered that a piece of
land and buildings situate at Lai Chi
Kok, New Kowloon, and lying to the
south east of Lai Chi Kok Prison be
set apart for the purposes of a prison.

BRAILOWSKY

SKETCH OF FAMOUS
PIANIST

One of the secrets of Alexander
Brailowsky's charm is his extra-
ordinary personality, one of the
most irresistibly magnetic person-
alities to be found among living
pianists. He is the epitome of an
audience's mental image of what
a pianist should be. In a day
when successful artists are apt to
look more like stock brokers than
musicians, he has been aptly char-
acterized "the passionate poet of
the piano." Tall, dark, slim, ro-
manticly stooped, hair which
falls over a high forehead, a gentle
courtly manner combined with a
"Chopin-like aloofness." It is his
personality, as much as his great
art, that hypnotizes an audience
and draws it back again to hear
him.

He is a great reader and never
travels without a portable library,
usually of Russian books, with
which to beguile the long hours on
the train.

He speaks French, German,
Spanish, and English as well as
his native language. His English
is exceptionally good. "I learned
it originally in London," he says,
"where I played a great deal and
now I have the chance here every
season for a few months to im-
prove it. Though I am still more
familiar with the vocabulary of
time tables, restaurants, hotels,
and concert halls than with your
literature."

Two years ago he bought one of
the historic chateaux of France.
Last year he sold it because "it was
decorative but damp." Instead the
restless young man bought three
houses, one in Brittany, near St.
Malo, one in Compiègne, near
Paris, and the third in the Auver-
gne Mountains. "Homes are like
music," he explains, "there must
be variety to prevent satiety."

In music Brailowsky prefers the
romantics—"Chopin, Schumann
and Liszt, but especially Chopin."

DETROIT ON THE RAMPAGE

YESTERDAY'S BALL
RESULTS

New York, Apr. 22.
Baseball games played to-day re-
sulted as follows:

National League.	
Philadelphia	8
Boston	4
Pittsburgh	3
Chicago	5
Cleveland	3
St. Louis	4

American League.	
St. Louis	4
Chicago	1

—Reuter.

TO-DAY
ONLY

At 2.30, 5.10,
7.15 & 9.30 p.m.

KING'S

BOOKING
AT THE
THEATRE
TEL. 25313.

A GRAND DOUBLE ATTRACTION!
PICTURES—AND—VAUDEVILLE

He feared no man
and he thrilled
many women

A HOLY TERROR

GEORGE O'BRIEN
SALLY EILERS
RITA LA ROY
JAMES KIRKWOOD

THE WONDER SHOW

DIRECT FROM AMERICA
3 BIG ACTS OF VAUDEVILLE

Including
BEAUTIFUL MARJORIE LOU IN
DEATH ON THE GUILLOTINE

The Greatest Death Defying Illusion Ever Presented.

TO-MORROW
SUNDAY, 24th. April

THE STRIFE OF THE PARTY!

Three thundering...
blundering...retired cho-
rus girls...four-flush the
four hundred...while you
laugh...

STEPPING SISTERS

with
Louise Dresser
Mina Gombell
Jobyna Howland
William Collier, Jr.
Directed by Seymour Felix



QUEEN'S THEATRE

Final Showings To-day at 2.30, 5.10, 7.15 & 9.20 p.m.

Against him—the hand of every man... With him
the heart of every woman!

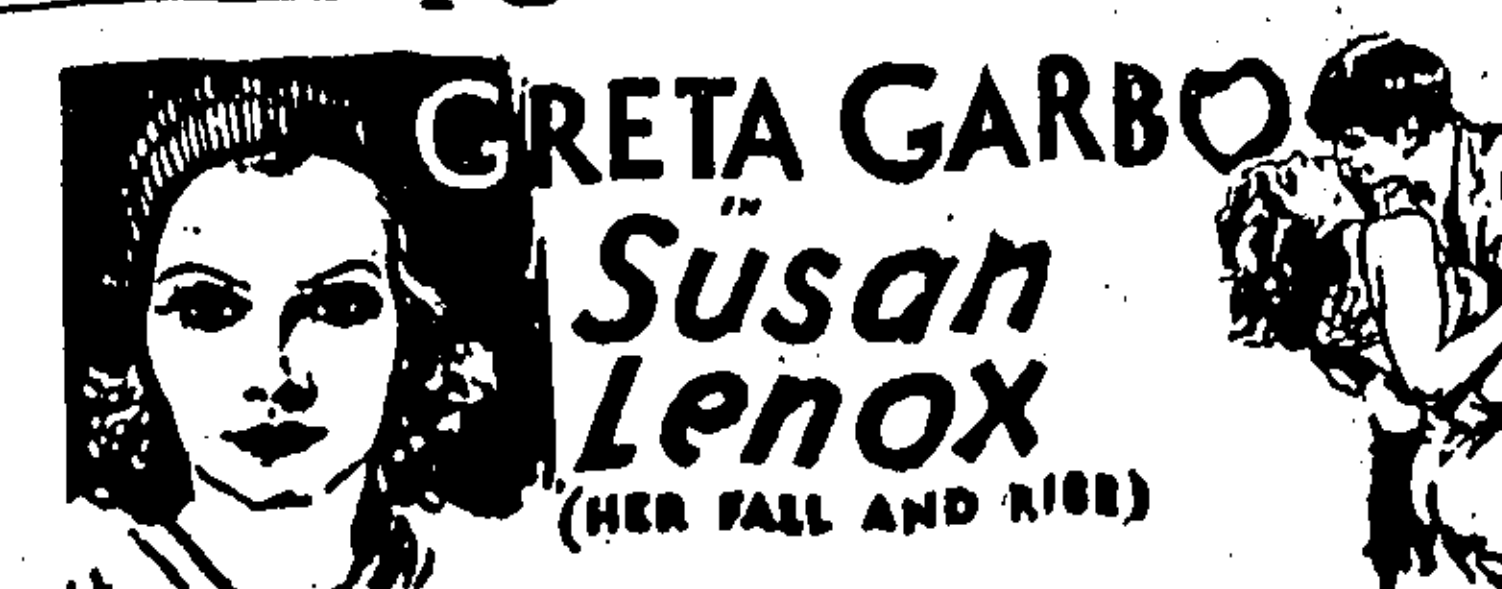
GALSWORTHY'S



AMAZING DRAMA OF HUNTED MEN!

with
GERALD DU MAURIER—EDNA BEST

TO-MORROW



The perfect Garbo romance!
A performance to sweep you
off your feet.

with
CLARK GABLE
JEAN HERSCOLT

STAR

Final Showings To-day
at 2.30, 5.20, 7.20 & 9.20

"TILLY OF BLOOMSBURY"

with SYDNEY HOWARD—PHYLLIS KONSTAM

MAJESTIC

TO-DAY ONLY

At 2.30, 5.20, 7.20
& 9.20 p.m.

Fate hounded her. Love snared her innocence
and beauty inflamed her persecutors. Your
heart will rapily follow her brave struggle, her
crashing triumph. Barrymore at his greatest.
Landi more glamorous than ever.

THE YELLOW TICKET



ANZAC DAY

ARRANGEMENTS MADE FOR
COMMEMORATION

A meeting of the committee pre-
paring for the ceremonies which
will be observed on Monday in com-
memoration of Anzac Day has
completed all arrangements, and
indications point to the complete
success of the functions.

At 10.45 a.m. on Monday,
wreaths will be laid on the Cen-
otaph, and at 8.30 p.m. a dinner,
at which over sixty Australians
and New Zealanders have already
expressed their intention of being
present, will be held in the Roof
Garden of the Hongkong Hotel.
This is the first occasion on which
Anzac Day has been adequately re-
cognised in the Colony, and there
has been an encouraging response
to the Committee's appeal.

The wreath laying ceremony on
Monday will actually take place at
10.55 a.m. although, to prevent
confusion, members of the public
are asked to be in attendance at
10.45 a.m. The Anzac wreath will
be laid by Mr. C. de Sallo Robert-

son, M.M., ex-A.I.F., who was a
member of the Anzac forces which
took part in the Gallipoli landing,
while a wreath from the South
Wales Borderers, who also took
part in the Gallipoli campaign, will
be laid by Lt. Col. A. R. Godwin
Austin, O.B.E. Members of the
South Wales Borderers Regiment
who took part in the campaign will
also be present, and Lt. H. West-
lake, of the Hongkong Volunteer
Forces, and naval representatives,
will participate in the ceremony.

At the dinner the toasts "The
King" and "The Anzacs" will be
proposed by the Chairman, Dr. H.
D. Matthews, M.B., Ch. B., and
Mr. Robertson will reply to the
latter. Following the dinner there
will be a short musical programme,
which, together with the speeches
will be broadcast from ZBW. The
programme will consist of typically
Australian and New Zealand
residents who wish to attend the
evening function should com-
municate with the Hon. Secretary,
Mr. John T. Cook, Care of Gilman
and Co., Merchants, Des Voeux
Road.

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